PUBLISHED MONTHLY PRICE ANNAS 8:
THE INDIAN RAILWAY
TRAVELLERS' GUIDE.
THE BEST AND MOST COMPLETE GUIDE IN INDIA.
Time and Fare Tables of all Indian Railways Steam Boats, and Daks, Places of Interest—Inland and along the Coast, Postal and Telegraphic Information, &c., &c.
COLOURED MAP OF INDIA.
"Bombay Gazette" Press, Fort, Bombay.

[TEN PAGES.]

The Bombay Gazette.

No. 53,642—NEW SERIES. BOMBAY :—TUESDAY, NOVEMBER 14, 1905. PRICE 4 ANNAS.

Milkmaid
LARGEST SALE IN THE WORLD.
BRAND
Milk

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

LIST OF DEPARTURES FROM BOMBAY FOR MARSEILLES AND LONDON.

WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Date of Sailing. 1905. Saturday, 2 P.M.	Steamer.	Tons.	Connecting at Aden with.	Tons
18th Nov.	ORIENTAL.....	5284	MONGOLIA	10000
25th ,,	EGYPT	8912	.....	.....
2nd Dec.	PENINSULAR	5294	CHINA	7912
9th ,,	MOOLTAN.....	10000	.....	.....
16th ,,	ORIENTAL.....	5284	MARMORA.....	10509
23rd ,,	ARABIA	7903	.....	.....
30th ,,	PENINSULAR ..	5294	MACEDONIA..	10512
1906				
6th Jan.	CALEDONIA.....	7558	.....	.....
13th Jan	ORIENTAL.....	5281	VICTORIA	6536
20th ,,	PERSIA	7951	.....	.....
27th ,,	PENINSULAR..	5294	HIMALAYA ..	6395
3rd Feb.	EGYPT.....	7912	.....	.....
10th ,,	ORIENTAL	5284	INDIA.....	7911
17th ,,	CHINA.....	7912	.....	.....
24th ,,	PENINSULAR..	5294	BRITANNIA	6575
3rd Mar.	ARABIA.....	7903	.....	.....
10th ,,	ORIENTAL ...	5284	MOLDAVIA	10509
17th ,,	MACEDONIA..	10512	.....	.....
24th ,,	PENINSULAR..	5294	MONGOLIA.....	10000
31st ,,	PERSIA	7951	.....	.....
7th Apl.	ORIENTAL	5284	MOOLTAN.....	10000
14th ,,	EGYPT	7912	.....	.....
21st ,,	PENINSULAR...	5294	MARMORA ...	10509
28th ,,	CALEDONIA ..	7558	.....	.....
5th May	ORIENTAL	5284	VICTORIA	6622
12th ,,	ARABIA	7903	.....	.....
19th ,,	PENINSULAR.	5294	HIMALAYA ...	6395
26th ,,	MACEDONIA ...	10512	.....	.....

The above Steamers convey Passengers to Marseilles, Plymouth and London.
Passengers for Brindisi transhipped to a connecting steamer at Port Said.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to sailing, and CABIN BAGGAGE before 9 A.M. on SATURDAY. The attention of Passengers is called to the importance of having their Baggage labelled with Port of Destination.

Tenders leave the Ballard Pier on day of sailing.

All Passengers must attend at that place between 12 and 12-30 o'clock P.M. for Medical Inspection by the Health Officer of the Port, and no one will be allowed on Board the Mail Steamer unless so examined, and conveyed thence in the Company's Steam Barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passengers cannot go on Board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AND AUSTRALIA.

The Company's Steamers leave Bombay fortnightly usually on TUESDAYS, taking Passengers for the Straits, China, and Japan, and Return Tickets are issued on favourable terms.

Cargo Steamers are despatched to China at frequent intervals calling at ports en route.

FRANK RITCHIE,
Superintendent, P. & O. S. N. Company,
Bombay, 30th October, 1905.

HOMEWARD PASSAGES.

GRINDLAY GROOM & CO.,
BOMBAY.

PASSENGERS booked without charge, and on Favourable Terms. Berths carefully selected.
SLEEPING CAR and CONTINENTAL RAILWAY TICKETS procured.
RAILWAY OFFICIALS and MISSIONARIES booked at Reduced Rates.
PASSAGES booked to ENGLAND via JAPAN and AMERICA by the Canadian Pacific, Occidental and Oriental and Pacific Mail Routes.
HANDBOOK giving Details of Fares, &c., and List of Sailings by all Lines sent free on application.
PASSENGERS met on arrival.
BAGGAGE shipped and cleared and Insurance effected covering all risks.
PACKAGES cleared or shipped.
CIRCULAR NOTES, BANK NOTES, DRAFTS and SOVEREIGNS at current rates.

Calcutta Agents.—GRINDLAY & Co.
LONDON AGENTS.—GRINDLAY & Co.

COMPAGNIE DES
MESSAGERIES MARITIMES
FRENCH MAIL
STEAMERS.

TO MARSEILLES.

Vessels.	Tons.	Captains.	To Sail on THURSDAY.
VILLE de la CIOTAT	6,630	Etienne	30th Nov. 1905.
KARRA	4,943	Seiller	28th Dec. ,,
MERA	5,876	Schmitz	25th Jan. 1906
SYDNEY	4,255	Combe	22nd Feb ,,
AUSTRALIEN	6,635	Verron	22nd Mar ,,

INTERCHANGEABLE TICKETS

RETURN TICKETS can be made available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at Reduced Fares.

TO AUSTRALIA DIRECT,
AND THE FAR EAST, TRANSHIPPING AT COLOMBO.

Vessel.	Tons.	Captain.	To Sail on or about
SYDNEY	4,355	Combe	9th Dec. 1905.
AUSTRALIEN	6,635	Verron	6th Jan. 1906.

RETURN FARES TO AUSTRALIA.

Available for 24 months.
1st Class Rs. 735, 2nd class Rs. 535, 3rd class Rs. 295.
For further Particulars apply to
P. de BURE, Agent.
37, Esplanade Road, Bombay.

ANCHOR LINE.

REGULAR SAILINGS from BOMBAY to MARSEILLES & LIVERPOOL,

The following sailings have been arranged :—

Steamers.	Captain.	Tonnage.	Date.
OLYMPIA	C. F. Osborne, R.N.R.	3124	25th Nov.
SCINDIA	Shafto Abrey	8106	9th Dec.
MASSILIA	J. Thomson	5091	31st Dec.
* BRITANNIA	G. R. Garrick	3069	31st Jan. 1906.
CIRCASSIA	Alex. Haig	6716	8th Feb.

Bombay to Suez	Rs. 350
Bombay to Port Said	Rs. 360
Bombay to Marseilles	Rs. 225
Bombay to Liverpool (all the way by sea)	Rs. 550
Bombay to London overland from Marseilles and including 1st class rail ticket across the Continent	Rs. 500
Bombay to New York	Rs. 720
Return ticket to Liverpool (all the way by sea)	Rs. 900
Return ticket to London overland from Marseilles and back from Liverpool	Rs. 950

Note.—Return tickets by Steamers marked * are Rs. 50 less than the above say Rs. 850 and Rs. 900 respectively.

All Return Tickets are available for 2 years.

Concession granted to Families, Railway employees, Hospital Nurses, Missionaries, Tea Planters, etc.

Each Steamer carries a duly qualified Surgeon and experienced Stewardess, and is fitted with every comfort.

The Advertised Rates to Europe include a passage by B. I. S. N. Co's. Steamer between Karachi and Bombay.

Officers of the Army are exempted from the penalty attached to over stain their leave by reason of delay in arrival of Steamer, provided it is timed to arrive within the period of their leave. For rates for steamers not carrying Surgeon and Stewardess or for any other information regarding passage etc., apply to the undersigned.

W. & A. GRAHAM & Co.,
Agents, BOMBAY.

SHIPPING.

BRITISH INDIA STEAM NAVIGATION COMPANY, LD.

INTEND TO DESPATCH STEAMERS AS FOLLOWS :—

FOR KARACHI.

Weekly, from Victoria Dock Wall No. 14 Shed.

Steamer	Tons	Sailing Date	Time.	Route.—via.
LINGA	2170	Mon.	20 Nov.	10 a.m. P'Bunder & Cutch
LAMA	2170	Tues.	14 Nov.	4 p.m. Kathiawar Ports
DUMRA	1700	Thur.	16 Nov.	9 a.m. Cutch Mandvie
LHASA	2170	Frid.	17 Nov.	8 a.m. (direct.)

FOR KARACHI AND PERSIAN GULF.

S. S. "GOALPARA," 2,147 tons, on MONDAY, 20th Nov. calling at Karachi, Pasni, Muscat, Jask, Bunder Abbas, Linga, Bahrein, Bushire and Busreh.

FOR KARACHI AND BUSREH.

S. S. "DUMRA," 1,700 tons, on THURSDAY, 16th Nov. calling (for Mails and Passengers) at Muscat, Bushire, Koweit and Mahomera also taking Passengers and cargo on through bookings to Ahwaz and Baghdad.

FOR EAST AFRICA AND ADEN.

S. S. "NERBUDDA," 3,025 tons, on or about 8th Dec. calling at Seychelles, Zanzibar, Mombasa, Lamu and Aden.

FOR COAST PORTS AND CALCUTTA.

S. S. "NOWSHERA," 3,024 tons, on or about 22nd Nov.

FOR RANGOON OR CALCUTTA (direct).

Frequent sailings, for particulars of which, also as to onward connections to ports in Arracan, Burma, Straits Settlements Mauritius, Australia and New Zealand, apply to :—

MACKINNON MACKENZIE & CO.,
Agents,—Bombay.
13th November, 1905.

KING, KING & CO.,

BANKERS and EAST INDIA AGENTS
BOMBAY.

PASSAGES ENGAGED and best available berths secured at lowest rates obtainable by P. and O. and all other Steamers free of charge of Commission.

Latest List of Sailings, Fares and Handbook of information furnished by return of post on application.

SPECIAL REDUCED FARES for Railway Officials, Missionaries and Family Parties obtained.

Special attention paid to the grouping of Passengers travelling 2nd Class by P. and O.

Every assistance rendered to Passengers on arrival in Bombay. Baggage taken over at the Railway Stations and Shipped.

Special Agents of the Firm meet all Steamers at Brindisi and Marseilles.

Packages of every description received for Despatch as Cargo to MESSRS. HENRY S KING & Co., London, or MESSRS. KIN BAILLIE and Co., Liverpool.

Freight and Marine Insurance at the Lowest Rates. Quotations furnished on application

KING HAMILTON & Co.,
CALCUTTA.
HENRY S. KING & Co., LONDON.

AUSTRIAN LLOYD'S S. N. Co

UNDER MAIL CONTRACT WITH
THE AUSTRIAN GOVERNMENT.

BOMBAY TO TRIESTE VIA ADEN, SUEZ AND PORTSAID.

DIRECT LINE.

Steamer.	Captain.	Tons	To sail on
IMPERATOR	F. Mosca	4,119	1st Dec. 1905.
IMPERATRIX	G. Ghezzo	4,194	1st Jan. 1906.
IMPERATOR	F. Mosca	4,119	1st Feb. ,,

PASSAGE MONEY.

	1st Class.	2nd Class.	Deck.
TRIESTE OR VENICE	Rs. 600	Rs. 325	Rs. 150

Takes Passengers to East African ports with transhipment at Aden.

ORDINARY LINE.

Steamer.	Captain.	Tons.	To sail on or about.
† SILESIA	L. de Stabile	6,000	5th Dec. 1905.
† TRIESTE	D. Mistrorigo	5,095	25th Dec. ,,
*† NIPPON	L. Soich	6,316	24th Jan. 1906

* Will call at Karachi. † Will call at Fiume

PASSAGE MONEY BY THIS ROUTE.

	Saloon.	Deck
TRIESTE OR VENICE	Rs. 400	Rs. 150

RETURN TICKETS TO TRIESTE AND VENICE AVAILABLE FOR ANY PERIOD WITHIN TWO YEARS.

1st Class, Rs. 900, 2nd Class Rs. 488, Saloon Rs. 310

THROUGH TICKETS TO LONDON

1st and 2nd Class Single and Return Tickets are issued Via Trieste, the St. Gothards and other Routes.

INTERCHANGEABLE TICKETS WITH THE MESSAGERIES MARITIMES CO.

The Company are now in a position to issue RETURN TICKETS available for one way by the Austrian Lloyd, and the Return Voyage by the Messageries Maritimes Co, at reduced fares.

Passengers to VENICE tranship at TRIESTE to another Steamer of the Company which takes about 6 hours to cross the Gulf.

STEAM TO JAPAN via COLOMBO, PENANG, SINGAPORE, HONGKONG, SHANGHAI, YOKOHAMA AND KOBE.

Steamer.	Captain.	Tons.	To sail on or about
CHINA	A. Leva	6,000	26th Nov. 1905.

For further particulars regarding Passages. Apply to
E. SCARPA, Agent General.
Season House, 54, Church Gate Street, Fort, Bombay.

THOS. COOK AND SON,
BANKERS AND AGENTS.

BOMBAY, CALCUTTA, RANGOON, COLOMBO.

PASSAGES engaged by all Lines of Steamers.

INTERPRETERS at all Principal Ports.

HOTEL COUPONS available at 2,000 Hotels

CURRENT and DEPOSIT Accounts opened.

CIRCULAR NOTES and Letters of Credit issued and cashed.

PACKAGES Shipped to and from all parts.

INSURANCE, (Fire, Life and Marine) effected.

"COOK'S ORIENTAL TRAVELLER'S GAZETTE" containing all information for Travellers sent Post Free on application

THE "PRINCE'S PLUME" TIES
Rs. 3-8

AN EXCLUSIVE NOVELTY.
FOR WEAR ON THE OCCASION OF
THE ROYAL VISIT.
VERY BECOMING AND GOOD TASTE.
WRITE FOR ILLUSTRATIONS.

HOAR & CO., { THE NOTED OUTFITTERS, } ESPLANADE

MONGINI BROTHERS

HIGH CLASS CONFECTIONERS

25-27-29, CHURCH GATE STREET,
BOMBAY.
TELEPHONE NO. 325.

ALCOCK, ASHDOWN AND CO., LD.,

ENGINEERS, BOILER MAKERS, IRON AND BRASS FOUNDERS SHIP AND MILLWRIGHTS.

CONTRACTORS for the SUPPLY of Machinery and Erection of Buildings for Cotton, Flour, Sugar, Oil Mills, Distilleries, etc.

Manufacturers of all kinds of Cast and Wrought Iron Work of the heaviest description, Cotton Presses, Half Presses and Finishers for Half-Pressed Bales, Hydraulic Machinery, Mill and Rope Gearing Wheels made by Machinery up to 4 feet diameter, Ornamental Castings, Sanitary and Water Carts, Tanks, etc.

To enable us to meet all Engineering and Trade Requirements, we have added to our Works some of the largest and heaviest Tools in India, including Special Testing Plant, and greatly extended our Foundry.

SOLE AGENTS FOR
THE BRITISH ANTI-FOULING COMPOSITION AND PAINT CO., LTD.
(VON HOVELINGS PROCESS.)
PAINTS
As supplied to the Principal Navies of the World.

Messrs. THE ATLAS METAL and ALLOYS CO., LTD., Genuine Atlas Metal of W. E. Watson's Brand.

Messrs. SAMUELSON and Co., Ltd.
Patent Power Hammers and Roots, "Acme" Blowers and Exhausters.

For Sale.—Boilers, Engines, Contractors' Pumps, Boiler Fittings, Pipes, Cooks etc., Also Steel Bars, Plates, and Angle Irons of the largest sections, Diamond, Silver, and other Steel and Engineers' Requisites of all descriptions kept in Stock

HEAD WORKS AND OFFICES—DEFENCES WORKS. MAZAGON
BRANCH FACTORY—CARNAC IRON WORKS,
OPPOSITE VICTORIA DOCKS.

J. W. HEPWORTH, SECRETARY AND MANAGER.
D. LONGWORTH, ASSISTANT SECRETARY AND MANAGER.

DEUTSCHE OST AFRIKA LINIE.
(GERMAN EAST AFRICA LINE.)

Regular fort-nightly service from BOMBAY to DURBAN via ZANZIBAR.

THE following Steamers will SAIL:—

Steamers.	Tons.	Capt.	To sail.
REICHSTAG	3085	Ible	16th Nov.
* BUNDESRATH	3086	Ulrich	4th Dec.
SOMALI	2955	Winiker	18th ,,

Taking Passengers and Cargo for LAMU, MOMBASA, ZANZIBAR, GERMAN and PORTUGUESE Coast ports and DURBAN.

* Will carry also cargo and passengers for Cape Ports.

For Rates and Particulars apply to
A. STRANDES,
Agent.
24, Medows Street, Bombay, 21st October, 1905.

BLAIR'S GOUT & RHEUMATIC PILLS.

The late Sir SAMUEL BAKER, the famous Nile explorer, wrote: "For ten years I had suffered acutely from Gout, and life had lost its attraction. Blair's Pills have rendered me immense service, as I no longer fear an attack of Gout. For the last twenty months I have been comparatively free, as one or two attempted visitations have been immediately stamped out by the assistance of Blair's Pills."

Mr. JOHN EASTMAN writes in 1903: "For 16 years I have taken Blair's Gout and Rheumatic Pills, and they have been the only medicine that has ever done me any good."

BLAIR'S GOUT AND RHEUMATIC PILLS CURE ALL RHEUMATIC COMPLAINTS.

Sold Everywhere at 1/1½ and 2/9 per box, and of KEMP and Co., Ld., Bombay.

HIGH CLASS TAILORING

AT MODERATE PRICES.
GUARANTEED BEST MATERIAL.
NICELY MADE AND WELL FINISHED.

Washing	Suit	.. from Rs.	10
Flannel	do.	... ,, ,,	18
Navy Serge	do.	... ,, ,,	25
Tweed	do.	... ,, ,,	25

Urgent orders promptly executed.
Fit guaranteed.

Gentlemen passing through Bombay can procure all they require at our Establishment.

PRICE LIST ON APPLICATION.
PLEASE REGISTER YOUR ORDERS SOON.

E. E. GOREY & CO.,
NAVAL OUTFITTERS AND CIGARS MERCHANTS,
21, HUMMUM STREET,
FORT, BOMBAY.

JEWELLERY.

MESSRS. MARCKS & CO., Ltd, are now showing an Unparalleled collection of the Choicest Designs in

PEARL AND GEM SET JEWELLERY.

Artistic in Conception and of Unimpeachable Workmanship.

DIAMONDS.
RUBIES.
EMERALDS.
SAPPHIRES.
OPALS.
PERIDOTS.
OLIVINES.
PEARLS.

DRESS NECKLACES.
DRESS BROOCHES.
DRESS PENDANTS.
DRESS BRACELETS.
DRESS CHAINS.
DRESS HAIR and HEAD ORNAMENTS.
DRESS TIARAS.
DRESS EARRINGS.
DRESS RINGS.
DRESS NECK GUARDS and
KNICKNACKS in a thousand Artistic forms.

NOTE.—Write specially and have your name registered with us at once for a Free Copy of our "SOUVENIR of the ROYAL VISIT to INDIA of THEIR ROYAL HIGHNESSES The PRINCE and PRINCESS of WALES." It is a volume of nearly 200 pages and will contain a separate photograph of each member of the Royal Family, Royal Residences and other pictures of Special interest.

MARCKS & CO., LTD.,
MANUFACTURING JEWELLERS,
BOMBAY AND POONA.

YOU NEED GOOD FOOD

to enable you to withstand the enervating climate of India.

We have been supplying this for over 36 years, and are still supplying it. Immense quantities of provisions, fresh from England, are despatched all over the country every week.

Our specialities are

CUMBERLAND HAMS.
WILTSHIRE BACON.
EVERY VARIETY OF CHEESE.

If you will send for a price list, you will find that we have many dainties which would make a pleasant change, or, if you prefer it, send an enquiry to

W. B. GREEN & CO.,
CATERERS TO THE VICEROY.
APOLLO BUNDER, BOMBAY.

No other firm has any connection with W. B. GREEN & CO., who were Established in 1868.

TELEGRAPHIC ADDRESS :—"CATERERS," BOMBAY.

GOOD NILGIRI COFFEE.

Why drink COFFEE ? Because it REFRESHES and INVIGORATES.
Why NILGIRI Coffee ? Because the Nilgiri Hills produce some of the FINEST COFFEE in the World.
Why STANES' Nilgiri Coffee ? Because this Coffee is handled by EXPERTS, is cured by MACHINERY, and can be relied on for EXCELLENCE of QUALITY.

TRADE S. & CO., MARK.
RED ENSIGN BRAND.

30 lbs. LARGE size, Rs. 12. | 6 lbs. Pure GROUND COFFEE, Rs. 6
FREE AT ANY RAILWAY STATION BETWEEN COIMBATORE and BOMBAY.

T. STANES & CO.,
COIMBATORE.
Bombay Wholesale Agents : BRADFORD & Co., 19, CHURCH GATE STREET.

OVERLAND SUMMARY

PUBLISHED WEEKLY
ON THE DEPARTURE OF ENGLISH MAIL

28 Pages of the "Pall Mall Budget" size, containing all the information of the previous week, carefully arranged. Army Orders, &c.
Indian Subscription Rs. 12 per year, free of Postage.
English Subscription Rs. 15 per year including Postage.

PUBLIC NOTIFICATIONS.

NOTICE.

IT is requested that all ENQUIRIES in connection with accommodation at the Apollo Bandar on the occasion of the ARRIVAL of the RIGHT HONOURABLE THE EARL OF MINTO and the DEPARTURE of HIS EXCELLENCY THE RIGHT HONOURABLE LORD CURZON OF KEDLESTON, may be made to the Undersigned IN WRITING ONLY, giving full Address when a reply on card is asked for.

R. J. KENT A. M. I. C. E.
Executive Engineers Presidency.

Bombay, 13th November, 1905.

BOMBAY IMPROVEMENT TRUST.

NOTICE.

SEALED TENDERS will be received by the Trustees for the Improvement of the City of Bombay, up to One P. M. on Saturday, the Twenty-fifth day of November, 1905, for works in connection with the construction of OFFICERS' QUARTERS, OUTHOUSES, LINES, CELLS &c., for the Police on the Agripada Estate.

2. Form of Contract, Specification, &c., may on payment of Rs. 5 be obtained from the Undersigned, who will on application give any further information that may be required.

3. Tenders must be accompanied by a deposit of Rs. 1,000 to be paid to the Engineer of the Board in cash, or public securities, and to be forfeited in case of withdrawal of Tender or of refusal to sign the contract.

4. The Board do not bind themselves to accept the lowest or any Tender.

By Order of the Board,

H. KEMBALL, C. E.,
Trust Engineer.

Trust Engineer's Office, Esplanade Road,
Fort, Bombay, 7th November, 1905.

THE BOMBAY AND PERSIA S. N. CO., LD.

NOTICE is hereby given that at the TWENTY-SEVENTH ORDINARY GENERAL MEETING of Shareholders of the above Company, held at its Registered Office, No. 1 Ash Lane, Fort, at 4 P. M. on SATURDAY, the 4th instant, a DIVIDEND for the year ending 31st December, 1904, at Rs. 50 per each Original Share of Rs. 500, and Rs. 12-8-0 per each B and C Shares of Rs. 125, free of Income Tax, was declared and made payable on and after the 4th December, 1905, on production of Share Certificates to those Shareholders whose names were on the Register on the 4th November, 1905.

MIRZA MOHAMED SHIRAZI,
AGENT.

No. 1, Ash Lane, Fort,
Bombay, 6th November, 1905.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.

ORDINARY ORIGINAL CIVIL JURISDICTION
Suit No. 303 of 1902.

DORABJI JAMSETJI TATA and another.. .....Plaintiffs.
vs.
RANCHORDAS GIRDHARIDAS and others .....Defendants.

PURSUANT to the Decree Absolute made in the above Suit and bearing date the 10th day of July, 1905, the following immoveable property will be SOLD by PUBLIC AUCTION, by the Commissioner of this Honourable Court at his Office, in the Court House, on TUESDAY, the 21st day of November, 1905, at the hour of Three o'clock in the afternoon.

PARTICULARS.

All the estate, right, title and interest of the Plaintiffs and of the defendants abovenamed in the following property namely :—All that piece of land or ground partly hilly containing by admeasurement twenty-four thousand eight hundred and fifty-two square yards or thereabouts, (whereof two pieces admeasuring respectively 10520 and 10102 square yards are described as Inam land in the earlier title deeds), Registered by the Collector of Land Revenue under Collector's Old No. 747, Collector's New No. 1237 and New survey No. 2398, together with the messuage and tenements standing thereon Assessed by the Municipality under Ward Nos. 117 (2) 117 (3), 1289, 1290, 1291, (1) 1291 (2) 1291 (3) 1292 (1), 1292 (2), 1292, (3) 1294, 1294, 1295, and Street Nos, 45A, 45B 217, 218, 219, 219 219B, 220, 220A, 2 0 1, 221 222, 223, all which premises are situate at Sewree in the City and Registration District of Bombay, and are bounded on or towards the North by the property of Haji Mahomed Hajee Abdool Kurrim, on or towards the South by the property of Jehangir Nusserwanji Wadia, on or towards the East by the Public Road leading to Jacoria Bandar and on or towards the west partly by the property of the late Jamsetji Nusserwanji Tata and partly by the property of Cursetji Nowroji Wadia together with all Buildings, houses and outhouses standing thereon.

For further particulars and conditions of Sale application should be made at the Office of the Commissioner or at the Office of Messrs. ARDESHIR HORMUSJI DINSHAW & Co. Attorneys for the Plaintiff's abovenamed at No. 29 Esplanade Road, Fort, Bombay,—Dated this 9th day of October, 1905.

A. K. OLIVER,
Commissioner.

ROYAL VISIT

GRAND MOTOR CARNIVAL
AT
THE PEOPLE'S FAIR
SATURDAY, 18th November,
1905, At 9 P.M

Prize List and Particulars can be obtained at the FAIR OFFICE, Esplanade Maidan, Bombay.

TO WHOLESALE STATIONERS AND PRINTERS,

W. J. MIDDLETON, PUBLISHER OF
DATE CASE, BLOTTER, AND WALL POCKET CALENDARS,
ADELPHI WORKS, Aberdeen, Scotland,

One of the largest Calendar Publishers in Great Britain, desires a firm of repute to take up the sales of these specialities in Bombay and district.

Liberal Discounts, Samples Free, Correspondence Invited.

THE NEW "REVLUC" PINCE-NEZ.

DURING the Hot Steamy Weather when your Glasses persist in falling off your nose, a pair of "REVLUC" FRAME fitted to your own lense, will be found a great boon.

They are self adjusting
There is nothing to break
They are always Horizontal
They are the acme of comfort and very strong
No slipping off the Nose.

Prices of Frames only, inclusive of fitting :—

Nickel Rs. 3-8. Gold Rs. 35.

MARCKS & CO., LD.
BOMBAY AND POONA

THE GORAKHPUR BANK, LD.

GORAKHPUR
ESTABLISHED 1895

Authorized Capital..... Rs. 3,00,000
Reserve Fund ..... „ 90,000

Shares of Rs. 100 each are available at Rs. 120. Dividend declared at Rs. 9 per cent. p. a.

Banking business of every description transacted.

Deposits received in Fixed and Prudential accounts and interest paid half yearly.

For Rules of business, etc., apply to

MAHADEVA PRASAD,
MANAGER AND SECRETARY.

PUBLIC NOTIFICATIONS.

WATSONS HOTEL.

NOTICE.—LADIES and GENTLEMEN desirous of WITNESSING the ILLUMINATIONS on the 14th November are informed that they can do so by booking early Seats at WATSONS HOTEL as follows :—

For one Chair on 1st floor Verandah..... Rs. 5
For one Chair on top floor Verandah ... „ 2

B. B. AND C. I. RAILWAY.

NOTICE.

THE following ALTERATIONS will be made in the Throughland Local Train Services on the night of TUESDAY next the 14th instant :—

(a) The Down Mail Train will start from Colaba at 23-10 instead of at 21-30.

(b) The Down Through Passenger Train timed to leave Colaba at [illegible] will leave at 23-30 and will not stop at Mahalakshmi, Parel and Elphinstone Road.

(c) The Ordinary Local Train Service will be suspended after 18 hours and a Special Service of Trains will be run at frequent intervals to and from Bombay for the convenience of Passengers wishing to see the ILLUMINATIONS. Detailed timings of the Special Service will be exhibited at all Local and Suburban Stations and copies of the Time Bill may be obtained at all Stations.

FREDERICK W. HANSON,
Acting General Traffic Manager.

General Traffic Manager's Office,
Bombay, 10th November, 1905.

NOTICE TO CONTRACTORS.

THE Executive Engineer, Thana, will receive at Thana, at 1 P. M., Standard time, on 17th November, 1905, SEALED TENDERS for constructing the following Roads:—Forms of Tenders and other particulars can be had on payment of Rs. 2 to the Accountant, Executive Engineer's Office, Thana, for each road, during office hours i.e. from 11 A. M. to 4 P.M., save on Sundays, holidays and the day of receiving tenders:—

1. Road from Khardi to Parali, 1st section. Value of work about ..... Rs. 44,800
   Amount of deposit ..... Rs. 4,500
   and earnest money ..... Rs. 500
2. Road from Sanjan to Talasari 2nd Section, Value of work about ..... Rs. 34,400
   Amount of deposit ..... Rs. 3,400
   and earnest money ..... Rs. 500

IBRAHIM AHMADI, L. C. E., F. R. I. B. A.
Executive Engineer, Thana.

F. & C. OSLER.

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BOMBAY,
AND AT
CALCUTTA, LONDON, BIRMINGHAM,

UNDERTAKE ELECTRIC INSTALLATIONS in all parts of India, for Towns, Palaces, Darbar Halls, Temples, Hospitals, Bungalows Complete with the Highest class plant and Materials, under Expert European Engineers

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BOTHER these BOOTS, I haven't used them for a month and they are gone. Trying economy by going to the Market mistake. Try JOSEPH IVAN and Co., 13 Tamarind Lane, Bombay, the right place for footwear.

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A LARGE consignment of SUPERIOR MARBLE now coming in from Carrara, Italy. Over forty men employed. Machinery about to be installed. Memorials quickly erected anywhere and everywhere.

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	Rs.
Bridge Topics by "Lynx"	0
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Ancient Calendars and Constellations, Illustrated by Hon. E. Plunket	3 0
The Story of the Bible Society, Illustrated, by W. Canton	2 0
Tamil-English Dictionary, by G. U. Pope ...	2 0
Edward Carpenter, by Ernest Crosby ...	0 4
Folk-Lore of the Telugus by G. R. Subramiah Pantulu	0 4
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Only Advertisements for Clerks, Servants, &c., Houses to Let, and Goods for Sale or Wanted, are accepted in this Column.

RATES.—(Cash only.) Three lines, per insertion. One Rupee. Every additional line, Eight Annas. REPLIES will be sent "TO BE CALLED FOR" unless amount to cover postage is previously paid.

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WANTED FOREIGNERS who want to learn English to talk and write. Hindustani also taught. Terms moderate. Attendance at home any time during day. Apply to Box No. 1234, Advt. Dept., "Bombay Gazette."

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PRINCE OF WALES HOTEL, Elphinstone Circle opposite the Town Hall. Further extensions and renovations. Rooms airy and commodious with bath rooms attached to each. Rates from Rs. 3-8-0 to Rs. 4-0-0 per day. Special arrangements for monthly boarders and families making a prolonged stay. Cuisine a speciality.—Apply to the MANAGER.

AN INVITATION—Meals which cost Rs. 2 and 3 elsewhere can be got at the RAILWAY HOTEL, Bombay, Grant Road, for nearly half the rate. Give it a trial and judge for yourself. Only genuine wines and liquors stocked and sold at moderate rates. Brand new Billiard Tables. Very easy terms for permanent residents Dinners served till late hours.

COTTON BUSINESS.—Cotton, and Seed, and Factory Business, Upcountry, WANT POST as Manager, or Assistant in these, for Buying Cotton, Wheat, Seeds &c. Working Factories, Pressing and Ginning, Jute, Flour, Oil, and other Mills. Have served for 20 Twenty years, as Agent to European Firms, Visited Steam Factories, and Travelled throughout India. Proficient in Opening New Stations. Also Erected and Dismantled Factories. Highest Testimonials. Address, "COMRA," care of "Bombay Gazette."

GENUINE AMERICAN SNOW FLAKE OIL 150° sold and by STANDARD OIL Co., of New York, at their Godowns, at Masagon, and by Messrs. Kemp and Co., Ld., and Messrs. Phillips and Co., Ld., at Rs. 5-0-1 per case, at Bombay; and by Mr. J. C. Bhut, at Rs. 6-1-2 per case, at Bandora.

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REPAIRS OF Re. 1-8 within 25 years, I take this opportunity to tell you that Singer's Sewing Machine, which I purchased 25 years ago, has required only Re. 1-8 for repairs, and it is still going strong of all parts. J. R. Gardener. 16, Forbes Street, Bombay.

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ILLUSTRATIVE TABLE

SHOWING THE ANNUAL PREMIUM PAYABLE FOR VARIOUS KINDS OF POLICIES WITH PROFITS.

Age next Birthday.	Whole Life Assurances of Rs. 1,000.				Endowment Assurances of Rs. 1,000			Age next Birthday.
	Whole Life Premiums.	Premiums Limited to			Payable at death, or in			
		10 years.	15 years.	20 years.	15 years.	20 years.	25 years.	
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	
20	21 10	48 8	36 6	30 7	64 5	47 6	37 11	20
21	22 1	49 4	36 14	30 15	64 6	47 8	37 13	21
22	22 9	50 0	37 7	31 7	64 8	47 10	37 15	22
23	23 1	50 12	38 0	31 15	64 9	47 12	38 1	23
24	23 9	51 8	38 10	32 7	64 11	47 14	38 4	24
25	24 2	52 5	39 4	33 0	64 13	48 0	38 7	25
26	24 11	53 2	39 15	33 9	64 15	48 3	38 10	26
27	25 5	54 0	40 10	34 2	65 1	48 6	38 14	27
28	25 15	54 14	41 5	34 12	65 4	48 9	39 2	28
29	26 9	55 13	42 1	35 6	65 7	48 12	39 6	29
30	27 4	56 13	42 13	36 0	65 10	49 0	39 11	30
31	27 15	57 13	43 10	36 11	65 13	49 4	40 0	31
32	28 11	58 14	44 7	37 6	66 0	49 8	40 6	32
33	29 8	59 15	45 4	38 2	66 4	49 13	40 12	33
34	30 6	61 1	46 2	38 15	66 8	50 2	41 3	34
35	31 5	62 4	47 1	39 12	66 1	50 8	41 10	35
36	32 5	63 8	48 0	40 10	67 2	50 14	42 2	36
37	33 5	64 12	49 0	41 9	67 8	51 5	42 11	37
38	34 6	66 1	50 1	42 8	67 14	51 13	43 5	38
39	35 8	67 6	51 3	43 8	68 4	52 5	43 15	39
40	36 11	68 12	52 5	44 9	68 11	52 14	44 10	40
41	38 0	70 3	53 8	45 11	69 3	53 8	45 6	41
42	39 6	71 11	54 12	46 14	69 12	54 3	46 4	42
43	40 13	73 4	56 1	48 2	70 6	55 0	47 3	43
44	42 5	74 13	57 6	49 7	71 0	55 14	48 4	44
45	43 14	76 7	58 12	50 13	71 11	56 18	49 6	45

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Manager.

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Hamburg	Ipoh (Perak)	Hongkong
Bombay	Singapore	Foochow
Calcutta	Kwala Lumpor	Saigon
Madras	Bangkok	Shanghai
Rangoon	Batavia	Tientsin
Colombo	Sourabaya	Hankow
Penang	Manila	Yokohama
Thelping	Cebu (Philippines)	Kobe
Medan, Deli (Sumatra)		New York

THE CORPORATION grant DRAFTS on the above Agencies and Branches and also on the principal Commercial Cities throughout the world; buy and receive for collection BILLS OF EXCHANGE, issue TRAVELLING LETTERS OF CREDIT and undertake general Banking Business of every description.

CURRENT DEPOSIT ACCOUNTS.

Interest is allowed at 2 per cent. per annum on the minimum Monthly Balances if not under Rs. 1,000 and not exceeding Rs. 1,00,000, but no interest is allowed when the sum accrued does not amount to Rs. 5 half yearly.
Amounts above Rs. 1,00,000 will be received on terms which may be ascertained upon application.
GOVERNMENT SECURITIES, STOCKS and SHARES bought and sold on account of clients and also received for safe custody and collection of Interest and Dividends when due.
FIXED DEPOSITS are received for twelve months and shorter periods at rates to be ascertained on application.

GEORGE MILLER,
Acting Agent.

Esplanade Road, Bombay.

ALLIANCE BANK OF SIMLA, LD.

CAPITAL (paid up) .....Rs. 15,00,000
RESERVE FUND (in Government Paper) .....Rs. 20,00,000

HEAD OFFICE: SIMLA.

BRANCHES:
Calcutta, Bombay, Agra, Ajmere, Cawnpore, Darjeeling, Lahore, Mussoorie, Murree, Rawalpindi, and Umballa.

CORRESPONDENTS:
London, Edinburgh, Dublin, and in all the principal towns throughout India.
CURRENT ACCOUNTS opened and interest allowed at 2 per cent. per annum on daily balances from Rs. 500 up to Rs. 1,00,000, but no interest is allowed when the sum accrued does not amount to Rs. 5 half yearly.
FIXED DEPOSITS received and interest allowed at rate which can be ascertained on application.
BANKING BUSINESS of every description transacted.
RULES OF BUSINESS and full information obtainable upon application.

H. P. STRINGFELLOW,
Agent.

Elphinstone Circle, Bombay.

THE YOKOHAMA SPECIE BANK, LD.,

SUBSCRIBED CAPITAL..... Yen 24,000,000
PAID-UP CAPITAL ..... „ 18,000,000
ORDINARY RESERVE FUND... „ 9,940,000
SPECIAL RESERVE FOR SILVER FUNDS ..... „ 800,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES:

London.	Shanghai.	Port Arthur.	Kobe.
Lyons.	Hongkong.	Mukden.	Osaka.
New York.	Tientsin	Tairen.	Tokyo.
San Francisco.	Peking.	Chefoo.	Nagasaki.
Honolulu.	Newchang.	Tieling.	Bombay.

LONDON BANKERS,

The Bank of England: The London Joint Stock Bank, Ld.; The Union of London and Smiths Bank, Ld.; The Parr's Bank, Ld.

BOMBAY BRANCH.

LIBERAL INTEREST allowed on CURRENT ACCOUNTS, FIXED DEPOSITS on terms to be learnt on application.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on JAPAN and the Chief Commercial places in the World.

K. KODAMA,
Manager.

Albert Buildings, Hornby Road, Fort, Bombay.

WINES, SPIRITS, BEERS, &c.

CLUB WINES.

PHIPSON & Co., Bombay, are now supplying about 200 Military and Naval Officers' Messes and 100 Clubs with the finest VINTAGE WINES, Spirits or Liqueurs from the following well-known Houses:—

POMMERY AND GRENO.	Rheims.
WILLIAMS, HUMBERT & Co.	Jerez.
HEIDSIECK & Co.	Rheims.
CARSTAIRS & ROBERTSON.	Leith.
PERRIER JOUET & Co.	Epernay.
PAGE AND SANDEMAN.	London.
POL ROGER & Co.	Rheims.
BOLLINGER.	Ay.
GIESLER & Co.	Avize.
JAMES HAWKER & Co.	Plymouth.
JUSTERINI & BROOKS.	London.
COCKBURN & CAMPBELL.	Edinburgh.
NATH, JOHNSTON & SONS.	Bordeaux.
J. SACCONE, Lo.	Gibraltar.
COSSART, GORDON & Co.	Madeira.
A. DE LUZE ET FILS.	Bordeaux.
BUTLER, NEPHEW & Co.	Oporto.
COCKBURN, SMITHES & Co.	Oporto.
WARRE & Co.	Oporto.
VAN-ZELLERS & Co.	Oporto.
WOODHOUSE & Co.	Marsala.
LEACOCK & Co.	Madeira.
AYALA & Co.	Ay.
KIDD & SHADBOLT.	London.
P. J. VALCKENBERG.	Worms.
O. MAREY & LIGER-BELAIR.	Côte d'Or.
ACKERMANN—LAURANCE.	Saumur.
ANDREW ROWAN.	Melbourne.
AUSTRALIAN WINE Co.	Melbourne.
JOS. DIETZL.	Budapesth.
R. SCHLUMBERGER.	Vosiau.
JAMES OATHCART & Co.	Leith.
CHAS. MACKINLAY & Co.	Leith.
JOHN CRABBIE & Co.	Leith.
SIR ROBERT BURNETT & Co.	London.
J. & W. NICHOLSON & Co.	London.
RUTHERFORD & BROWNE.	London.
JOHN JAMESON & SON, Ld.	Dublin.
WILLIAM & KEITH JOPP.	Aberdeen.
MACKENZIE BROS.	Rosshire.
NOILLY PRAT & CIE.	Marseilles.
COATES & Co.	Plymouth.
MARTELL & Co.	Cognac.
E. CUSENIER & CIE.	Marseilles
P. B. BURGOYNE & Co.	London.

Secretaries and Presidents of Clubs and Military Messes can now obtain Wines, Spirits, or Liqueurs, &c., from the above well-known Firms without the inconvenience and expenses of importing them direct.

PRICE LIST ON APPLICATION TO

PHIPSON & Co.,
BOMBAY.

HUNTLY BLEND WHISKY.

THE FAVORITE BRAND OF INDIA.

Of all dealers, or of

ALDRIDGE, SALMON & Co., LD., BOMBAY,

SOLE AGENTS.

BANKS.

NATIONAL BANK OF INDIA, LD.

SUBSCRIBED CAPITAL...£1,200,000
PAID-UP CAPITAL £600,000
RESERVE FUND.....£525,000

HEAD OFFICE:
17, BISHOPSGATE STREET WITHIN LONDON, E.
BRANCHES:

Calcutta,	Delhi,	Cawnpore,	Tuticorin,
Lahore,	Bombay,	Colombo,	Zanzibar,
Amritsar,	Madras,	Mandalay,	Mombasa,
Kurrachee,	Rangoon,	Newera Elya,	Nairobi.
Steamer Point,	Aden,	Kandy,	Chittagong.

FIXED DEPOSITS.

The Bank receives DEPOSITS FIXED for one year and shorter periods, at Rates of Interest to be ascertained on application.
CURRENT DEPOSIT ACCOUNTS are opened for approved Customers, and interest is allowed at 2 per cent. per annum on daily balances from Rs. 1,000 up to Rs. 100,000, but no Interest is allowed when the sum accrued does not amount to Rs. 10 half-yearly.
BILLS OF EXCHANGE payable in the principal Cities of Europe, India, China, and Australia purchased or collected.
DRAFTS are granted on the Head Office and Branches of the Bank and on the principal Cities of Europe and Australia. Remittances may be made by telegram.
The Bank undertakes the purchase and sale of Government Securities, Stocks, and Shares and receives same for safe custody realising Interest and Dividends when due.
LOANS and CASH CREDITS granted on approved Securities.

HARRY S. JOHNSTON,
Acting Manager.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid up Capital .....$ 100,00,000
Sterling Reserve Fund .....$ 100,00,000
Silver Reserve Fund .....$ 8,000,000
Reserve Liability of Proprietors ....$ 100,00,000

COURT OF DIRECTORS AND HEAD OFFICE IN HONGKONG:
J. R. M. SMITH, Chief Manager.

London Bankers.—LONDON AND COUNTY BANKING COMPANY LD.

LONDON COMMITTEE.
SIR THOS. JACKSON, BART., Chairman.
CARL MEYER, Esq., (Director, National Bank, Egypt).
Wm. GAIR RATHBONE, Esq., (Director, Peninsular and Oriental Steam Navigation Co.)
JOHN WALTER, Esq.
A. M. TOWNSEND, C. S. ADDIS Esqr. } Managers,

BRANCHES AND AGENCIES:
LONDON, HONGKONG, SHANGHAI.

AMOY.	HANKOW.	PENANG.
BANGKOK.	KOBE.	RANGOON
BATAVIA.	ILOILO.	SAIGON.
BOMBAY.	LYONS.	SAN FRANCISCO.
CALCUTTA.	MANILA.	SINGAPORE.
COLOMBO.	NAGASAKI.	SOURABAYA.
FOOCHOW.	NEW YORK.	TIENTSIN
HAMBURG.	PEKING.	YOKOHAMA.

BOMBAY AGENCY

CURRENT DEPOSIT ACCOUNTS.

Interest allowed at 1 per cent. per annum on Daily Balance if not under Rs. 1,000 and not exceeding Rs. 1,00,000 but no interest is allowed when the sum accrued does not amount to Rs. 5 half yearly.

FIXED DEPOSITS

Are received for 12 months and for shorter periods on terms which may be ascertained on application.
Credits granted on approved Securities and every Description of Banking and Exchange Business transacted.
Drafts granted on London and the chief commercial place in Europe, India, Australia, America China and Japan.

J. A. JEFFREY, Acting Agent,
7, Church Gate Street, Bombay.

"I have derived benefit from your ACORIDINE."
(Sd.) Mrs. B.

"My long standing Dyspepsia yielded to the regular use of Your Acoridine."
(Sd.) D. D. A.

ACORIDINE

AN infallible Indigestion Cure,
CURES chronic, Indigestion and Dyspepsia
OF the worst type known
RAPIDLY, radically and certainly,
IF you are a victim to this direful complaint
DO not wait till to-morrow; send for a bottle now
ITS effects will surprise you; there is
NOTHING to equal it
EVEN in confirmed cases.

Rs. 1-4 per bottle.

PREPARED ONLY BY
BEYNON & CO.,
PHARMACEUTICAL CHEMISTS.
55, ESPLANADE ROAD, BOMBAY.

PRINCE OF WALES HOTEL.

ELPHINSTONE CIRCLE,
Opposite the Town Hall.
Further extensions and renovations
Rooms airy and commodious
with Bath-rooms attached to each.
Rates from Rs. 2-8 to Rs. 4-0 per day.
Special arrangements for monthly Boarders and Families making a prolonged stay.
Cuisine a Speciality.
Apply to the MANAGER.

SHIPPING INTELLIGENCE.

THE steamer Tannenfels, 3166 tons, Captain C Masilius, will sail to-day for Calcutta, &c. with the same bottom cargo,

THE B and P S N Co's steamer Monsoori, Captain Hannah arrived in harbour on Sunday from Jedah 28th October with a general cargo and 12 deck passengers.

THE B I S N Co's steamer Sithana, 3074 tons, Captain A G Abbott, arrived in harbour on the 12th instant from Rangoon, 25th October, with a cargo of rice and timber.

THE steamer Melbourne, 2426 tons, Captain J R Garde arrived in harbour on Sunday from Mauritius, 31st October with a cargo of sugar and 5 deck passengers.

THE B I S N Co's steamer Ooloburia, 3436 tons, Captain W H Watkeys, R N R, arrived in harbour on the 12th instant from Calcutta 2nd November with a cargo of coal.

THE B I S N Co's steamer Saga, 699 tons Captain A Moo, arrived in harbour on Sunday from Bangkok 23rd October, with a cargo of timber and 14 deck passenger.

THE B I S N Co's steamer Lalpoora, 2124 tons, Captain A J Cole, arrived in harbour on Sunday from the Persian Gulf, with a general cargo, 10 cases opium, 37 horses and 40 deck passengers.

THE B I S N Co's steamer Africa, 361 tons, Captain A E G Tipper, sailed yesterday for Persian Gulf via Karachi with a general cargo and Mrs Langbridge, Mr K P P Lalwara and 24 deck passengers.

THE B and P S N Co's steamer Moshtari, 1110 tons, Captain S W Wilding, arrived in harbour on Sunday from the Persian Gulf via Karachi with a general cargo 94 horses and 12 deck passengers.

THE B I S N Co's steamer Lama, 940 tons, Captain M G Williams, arrived in harbour on Sunday from Karachi via Cutch Mandvi, with a general cargo and 5 cabin and 116 deck passengers.

THE B I S N Co's steamer Dumra, 765 tons, Captain C Seddon, arrived in harbour on the 13th instant from the Persian Gulf via Karachi, with a general cargo, 11 cases opium, 63 horses and Mr Hamilton, Mr Sugar, Mr Bishop, Miss Skinner and 123 deck passengers.

MEN-OF-WAR & ROYAL INDIAN MARINE SHIPS.

IN THE STREAM.

H M S Rennow.....Capt Hon H Tyrwhitt .....Man-of-War
H M S Terrible.....Capt H H Campbell .....Man-of-War
H M S Forte.....Comdr J P Eustace .....Cruiser
H M S Proserpine Comdr H A R Hulbert.....Cruiser
R I M S Dufferin..Comdr Warden.....R I Marine
H M S Perseus.....Comdr Hill.....Royal Navy
H M S Hyacinth...Capt Hood .....Royal Navy
St Gabriel .....Capt de Melo.....Portuguese Cruiser

IN GOVT. DOCKYARD.

Three Torpedo Boats.....Para Navy
RIMS Dalhousie.....Comdr Loch...Aden ..8-11 R I Marine

VESSELS IN THE HARBOUR—Nov. 13.

Vessel.	Ton.	Capt.	Destination.	Date.	Agent.
India	2591	Forbes			M M & Co
Eden (bque)	414	Souton			The Captain
Landaura	2166				M M & Co
Kasara	605	Browning			M M & Co
Wildenfels	3639	Boising			Glade &Co
Pekin	2522	LeMare	Kobe		P & O Co
Tientsin	3590	Andrews	Stream	28-10	P & O Co
Waroonga	1600	Chappell			M M & Co
Fazilka	2697	Allch	Rangoon	9-11	M M & Co
Haidari	1592	Watson			B &PS N Co
Chatton	2123	Leisk			Captain
Kilbride	2 85	Smith			W & A G & Co
Tonawanda	2182	Brown			Standard Oil Co
Persia	3772	Craglietto			A L S N Co
Queda	4944	Coope			M M & Co
Okara	3143	Bowman			M M & Co
Henzada	1311	Elton			M M & Co
Vortigern	1932	Durkee			W & A G& Co
Duplex	434	Hunter			Cable Steamer
Sondia	1056	Hawks	C'cutta		M M & Co
Rajah	3634	McLennan			M M & Co
Fullata	2703	Fry			M M & Co
Trocas	26.7	Kear			W & A G& Co
Wallace	2732	Smith			W & A G& Co
Clan Graham	1817	Coates			F Muir & Co

ARRIVALS.

Nov.	Vessel.	Commander.	From
12	Ooloburia s	Watkeys	Calcutta, Nov 2
12	Saga s	Moo	Bangkok, Oct 23
	Lalpoora s	Cole	Busreh, Nov 2
	Moshtari s	Willoughby	Busreh, Oct 29
	Lama s	Williams	Karachi, Nov 11

DEPARTURE.

Nov.	Vessel.	Commander.	Destination.
13	Africa s	Tipper	Persian Gulf, &c

The steamer Tannenfels, Masilius, for Calcutta, &c, obtained her portclearance yesterday.

The following vessels began to toload yesterday:—
Steamer Dumra, for Persian Gulf, &c
„ Nowshera, for Mangalore, &c

STEAMER MOVEMENTS.

The Austrian Lloyd's steamer Persia from Bombay arrived at Aden on the morning of the 11th instant
The same Co's steamer Moravia from Trieste left Aden for Bombay via Karachi on the afternoon of 11th instant and may be expected here about the 23rd instant
The same Co's steamer China from Trieste left Aden for Bombay via Karachi on the afternoon of the 12th instant and may be expected here about the 21st instant.

DAILY EXPORTS.—Nov 13.

FOR LIVERPOOL.

Olympia s—200 bales cotton Finlay Muir and Co.

FOR LONDON.

Egypt s—1000 cwt castorseed E D Sassoon and Cs.

FOR HAMBURG.

Wartenfels s—143 casks skins Max Klein: 100 bales hemp P Bhimji 330 bales cotton N Khairaz and Co; 330 bales cotton The New Rohussil Co, 100 bales cotton S Framji and Co; 275 bales cotton J A Begbie and Co; 30 bales cotton and 12 bales cotton waste N Peerbhoy; 1600 cwt gingellyseed J Fachiri; 2068 cwt myrabollams E Oomersey; 50 cwt wax and 100 cwt gum D Vullibhoy and Co 3011 cwt gingellyseed J Fachiri; 2000 cwt oil cake Glad and Co.

FOR GENOA

R Rubattino s—300 bales cotton and 1250 cwt castorseed Volkart Bros,

FOR HONGKONG.

Capri s—72 cwt sharkfins H Alloo Mahomed 60 cwt sharkfins B Dhunji and Co; 85 cwt sharkfins and fishmaws A chagia and Co; 67 cwt sharkfins and fishmaws E Moola dina and Co; 87 cwt fishmaws G Ebrahim and Co; 119 cwt Kismis E Ellias and Co,
Chusan s—50 cwt Kismis D Nathoo and Co; 43 cwt angoor and kismis and 1 case saffron M M Essabhy 31 chests opium S Aryoon and Co; 9 chests opium Talnti a d Co; 33 chests opium David Sassoon and Co: 15 chests opium E D Sosson and; 18 chests opium Sasson J David and Co; 33 chests opium C Ebrahim and Co; 13 chests opium C Bomonji a d Co

FOR SHANGHAI.

Chusan s—49 bales twist The M B Kaisha 60 chests opium N J Abraham 33 chests opium David Sasson and Co; 67 chests opium C Bomonji and Co: 82 chests opium G Ebrahim and Co; 43 chests opium B S N Talati and Co 29 chests opium Talati and Co

FOR KOBE

Glenloe t—133 bales cotton B S N Talati and Co.

COMMERCIAL INTELLIGENCE

LONDON, Nov. 11.

SECURITIES—
2 1-2 per cent. Consols ..... 88 5 16 = — 1-16
3 do. Rentes ..... 100 = un hanged
3 1-2 do. Indian Sterling Loan ..... 101 1-2 = do
3 1-2 per cent. Indian Enfaced Rupee Paper ..... 65 3-4 = do

SILVER—
Spot in London ..... 29 = do
2 months hence ..... 28 9-16 = do
Spot in New York ..... 62 3-4 = — 1-8

EXCHANGES—
Paris cheques ..... 25 15 1-2 = + 1-2
Berlin „ ..... 20 43 = + 1 4
New York Demand ..... 4 85 7-8 = unchanged

DISCOUNTS—
Bank of England ..... 4 per cent = do
3 months sight Bank Bills ... 4 per cent = do
6 „ „ „ ... 3 7-8 per cent = do
3 „ „ Fine Trade Bills ..... 4 3-8 per cent = do
6 months sight Fine Trade Bills ..... 4 3-8 per cent = do

INTEREST—
Day to day loans..... 3 per cent = do
7 day market loans..... 3 3-8 per cent = do

RAPESEED—
Brown 39 1-2 Nov-Dec sellers
LINSEED—
Linseed Bold 40 1-2 Nov-Dec sellers
COFFEE—
Coffee in New York, 8 5-16

In Liverpool.—Cotton Market closed steady, East Indian quiet. Manchester firm. Total Sales 8,000 bales. Spot 6·09 — 7. Egyptian F. G. F. Brown 8 3 8. Sold on speculation andfor export 500. Imports 4,000. Futures closed quiet.

Nov-Dec	Dec.-Jan.	Jan.-Feb.
5 97 —9	6·0 —9	6·01 —9
Feb.-Mar.	Mar.-Apl.	Apl.-May
6·03 —9	6·09 —9	6·10 —)
May-June	June-July	July-Aug
6·12 —9	6·13 —9	6·14 —9

Receipts at U S Ports 50,000
Do last year 56,000
Exports to Great Britain 10,000
Do. do Continent 22,000

IN NEW YORK—
Spot ..... 11·65
Futures, month of Dec ..... 11·14 + 6 } a
Do do. Mar ..... 11·51 + 9 }
a Declined early owing to weak cables, but afterwards advanced through bull support and short covering.

IN NEW ORLEANS—
Spot ..... 11 7-16 — 1-16
Futures, month of Feb ..... 11·49 + 6
Do. do. May ..... 11 35 + 5
Tone at close ..... steady

	Bales.
Stock in Liverpool	6,50,000
Stock in London	25,000
Total visible supply	3,600,000
	+220,000
Total visible supply East Indian	121,000
Total Quantity in sight	4,010,000
	+319,000

Arrivals of Cotton, Wheat and Seeds into Bombay for the 24 hours, ending at 6 p.m. on Saturday, 11th Nov, 1905:—

Cotton	3,128 bales.
Wheat	26,331 cwts.
Linseed	4,3 1 do
Rape, Rai and Mustard	2,731 do
Gingellyseed	10,921 do
Poppyseed	31 do
Groundnut	419 do
Castorseed	4,579 do
Rice	6,313 do
Myrabollams	2,584 do
Cottonseed	7,292 do
Mowrasee	2,416 do
Gram	3,895 do
Jeowar	698 do
Millet	251 do

BOMBAY, Nov. 13.

EXCHANGE.—Tone steady.
Bank T. T. ... ... 1s. 4 1-32d.
Bank Demand ... ... 1s 4 1-32d. at 1-16d.
Credit Bills 3 Months Sight D.A. 1s. 4 9-32d.
Do. 6 do. do. ... 1s. 4 7-16d.
French Francs 3 do. do. ... 170 1-2
Marcks 3 do. do. ... 139 1-4
Hongkong 30 Days Sight ... 146
Shanghai 30 do. ... 204
Japan 30 do. ... 140 1-2
GOVERNMENT PAPER.—3 1/2 per cent. Tone quiet.
Cash ... ... 98'4
1st Settlement, 1st December... 98'4
Money Market, Tone quiet.
BANK RATE—
Bank of England since 28th Sept. 4 per cent.
Bank of Bombay do. 17th Aug. 4 do.
Bank of Bengal do. 20th Sept. 5 do.
Bank of Madras do. 10th July 4 do.

SEEDS.

	Rs.	a.	p.
LINSEED—Tone quiet. Ready		14	0
Forward Dec.			
RAPESEED.—Tone steady. Brown Cawnpore Ready ...	8	12	0
Do Forward... ...	9	10	0
Yellow Guzerat, Ready ...		4	2
POPPYSEED—Tone steady. Ready	7	9	0
CASTORSEED—Tone steady. Ready	28	8	0
GINGELLYSEED—Tone steady. Howree Khandeish	41	0	0
15 per cent Mixed	40	8	0
WHEAT—Tone firm. White Delhi ready	5	0	0

LIVERPOOL OPENING TELEGRAM.

Tone ..... steady.
Estimated sales 10,000
Imports 25,000

Nov-Dec,	Dec.-Jan,	Jan.-Feb,
6·91 +4	6·01 +4	6 08 +4
Feb.-Mar,	Mar.-April	April-May
6·10 +4	6 13 +4	6·14 +4
May-June	June July	July-Aug.
6 16 +4	6·17 +4	6 18 +4

COTTON.—The market is steady with a good enquiry from dealers for early deliveries, but exporters are quiet.

Official quotations of the Bombay Cotton Trade Association Limited:—

	Fine.	F. G.	Good.	Dely.
Bengal, H. G. (Ry. terms)	206	198 ...		25th Dec
Bengal (M.-G.) Ry. terms...	213	205 ...		25th Nov
Sind-Punjab (M.-G.) ...	214	206 ...		25th Dec
Oomrawutte (descriptions) M.-G.	226	... ...		25th Jan
Khandeish, (M.-G.) ...	...	...	216 ..	25th Jan
Khamgaum, fair staple (M.-G.)	227	... ...		25th Jan
Karanja do. (M.-G.)				
Akola do. (M.-G.)				
Dhamangaum Poolgaum (M.-G.)	231	... ...		„
Nagpur Kamptee (M.-G.) ...	235	... ...		„
Broach (M.-G.)	233	... 252		25th Mar
Muttia..... (M. G.)	224	.....		Jan-Feb

BANK OF BOMBAY.

THE following is the statement of the affairs of the Bank of Bombay, for the week ending 11th November as compared with the statement of the 4th Nov, 1—

LIABILITIES.	Nov. 4. Rs.	Nov. 11. Rs.
Capital	1,00,00,000	1,00,00,000
Reserve Fund	87,00,000	87,00,000
Public Deposits at Head Office	44,97,035	35 34,287
Public Deposits at Branches	35,51,695	31 94,503
Other Deposits	6,91,51,500	7, 5,04,840
Post Bills	18,916	11,723
Sundries	19 32,592	19,80,364
	Rs. 9,73,26,693	10 03,25,017
ASSETS.		
Government Securities	1,19,78,189	1,10 85,055
Other authorised Securities	38,55,75.	38,54 700
Credits on Govt. and other authorised Securities	54,06,377	51,39,930
Loans do. do. do.	1 86,23,616	1,83 91,345
Bills discounted and purchased	2,74,22,782	2,81,25 496
Dead Stock	2,83,715	2,83,715
Stamps and Stationery	2,764	2 770
Balances with other Banks	14,51,271	19,33,578
Sundries	2,00,151	2,16,285
Cash	2,96,98,371	3,15 07,143
	9,73,26,691	10,03,25,017

THE CITY MORTALITY.

THE Municipal Office returns for the twenty-four hours ending at 6 a.m., yesterday, give the following results:—

Wards,	Plague Attacks.	Deaths.	Deaths from all Causes.
A Upper, Middle and Lower Colaba, Fort Northern, Fort Southern and Esplanade ...	0	0	4
B Mandvi, Chukla, Oomerkhadi and Dongri	0	0	14
C Market, Dhobi Talao, Fanaswady, Bhuleshwar, Khara Talao and Kumbharwada	1	1	14
D Khetwadi, Girgaum, Chowpati, Walkeshwar, and Mahaluxmi	1	1	11
E Mazagon, Tarwady, 2nd Nagpada, Kamatipura, Tardeo, Byculla and 1st Nagpada	0	0	19
F Parel, Sewree and Sion ...	0	0	4
G Mahim and Worli	0	0	5
Water Division	0	0	0
North-Resident and Esplnais	0	0	0
	0	0	3
Total.....	2	2	74
Total plagus deaths to date ...	304,751	923,239	
Same date last year	7	7	77

DOMESTIC OCCURRENCES.

THE Charge for Announcements of BIRTHS, MARRIAGES DEATHS and MEMORIAM Notices (which must be authenticated by the name and address of the sender) is Rs. 2 for six lines or less and 8 as. for every additional lines. CASH strictly in ADVANCE.

BOMBAY.

MARRIAGE.

GREEN—FROEBEL.—November 13, at the U. F. Church Wandby Road, by the Rev. A. S. Crichton, M.A., W. Turner Green, Chartered Accountant, to Hilda Constance, daughter of E. Froebel, Esq., Manchester.

OTHER PRESIDENCIES.

BIRTHS.

ADDIS.—October 31, at Mussoorie, the wife of R B Addis, Indian State Railways, of a son.
ANSTEY.—November 8, at Secunderabad, the wife of Rev J C Knight Anstey, of a son
RYND.—November 5, at Annfield House, Mussoorie, the wife of Major F C Ryad, Indian Army, of a son.
STEVENS.—November 8, at Pambar House, Kodaikanal, the wife of Captain N M C Stevens, 81st Pioneers, of a son.

MARRIAGE.

BARLOW—GROVER.—October 31, at St John's Church, Naini Tal, by the Venerable G A Ford, Archdeacon of Lucknow, Captain Nelson William Barlow, the Hampshire Regiment, son of the late G N Barlow, C S E, Bengal Civil Service, to Dorothy Helen, younger daughter of the late Colonel G E Grover, Royal Engineers.

DEATH.

BEAKAN.—November 2, at Calcutta, Commander John Joseph Beakan.

BLOOD DISORDERS

Are responsible for eruptions of the skin such as boils, pimples, scrofula, ulcers and so forth, to say nothing of causing the skin to look sallow and dirty,

To preserve a clean, fresh, healthy-looking skin free from blemish, it is essential that the blood should be perfectly pure. To this end a constant use of

CLOVERINE

Is recommended. This medicine has remarkable purifying qualities and if taken in time will obviate the ill-effects which usually attack the system when bad blood is allowed to have its way unchecked. If your blood is out of order, it is the time for a trial bottle. If it is in order, then a trial bottle will keep it so.

Price per bottle Rs. 1-4-0

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The CHEMISTS,
Elphinstone Circle, BOMBAY.

BOMBAY.

TO-DAY.

Sun rises, 6h. 7m. Sun sets, 5h. 22m. High water, 0-25m., 0-8a. Low water, 6-14m., 6-9a.
Interviews and reception of lesser Chiefs by H. R. H the Prince of Wales, 10-30 a m.
Drive to the Victoria Docks, afternoon.
Visit to Elephanta Caves and private dinner.
General Illuminations.
Departure of T. R. H. the Prince and Princess from Grant Road Station, midnight.

POLICE NOTICE.—A gun, a silver anklet, a coil of silver wire, some putties, some currency notes, a silver ring, and a bag of cloth have been taken charge of by the police and are now lying at the Head Office awaiting owners.

FIRE AT SEWREE.—Shortly after 8 o'clock last night a fire broke out in a godown stored with sulphur and petrol and situated at Jackeria Bunder, Sewree Telephonic messages were sent to the fire-brigade and fire-engines from Chinchpoogly and Byculla and also the chemical engine from Byculla, immidiately went on the spot and the fire was extinguished in about an hour. The origin of the fire is not known, as well as the damage done by fire has not ascertained.

MUSIC AT THE APOLLO BUNDER.—The Bunder String Band will play the following programme of music at Messrs. W. B. Green & Co.'s Apollo Bunder Restaurant, to-day, during dinner hours:—

March	Whistling Rufus		R Mills
Overture	Silver Cross		A Herman
Valse	Love & Life in Vienna		Komack
Selection	The Orchid		Ivan Caryll
Elswatha	A Summer Idyll		N Morse
Mazurka	Herda		B Thiel
Intermezzo	Diantha		E A Stein
Polka-Mar h	Bristol		J G Pereira

BAND AT THE YACHT CLUB.—By kind permission of Lieut.-Colonel S. J. Sarjant V. D., and Officers, of the 1st Battalion, G. I. P. Ry. Vol. Band, will play the following programme of music, under the direction of Mr. A. Mallandaine, Band Master, commencing at 5.45 p. m., to-day:—

March	Olympia		Tom Clark
Overture	Poet and Peasant		Suppe
Selection	Romeo E Giocletta		Gounods
Spanish Serenade	La Paloma		Hartman
Selection	The Orchid		Monckton
Valse	Louisana		Squire

POSTAL NOTICES.—Mails for Lamu Mombassa, Ibo, Chindi, Dar-es-Salaam, Zanzibar, Tanga, Quilimane, Mozambique, Beira, and Delagoa Bay per extra s. s. Reichstag will be closed at the General Post Office at 10 a. m., on Thursday the 16th instant. Specially superscribed correspondence for Natal, Cape Colony and other places in South Africa will also be forwarded by this steamer.—Mails for Reunion and Mauritius via Tuticorin and Colombo per extra s. s. Shirala will be closed at the General Post Office at 7 p. m., on Saturday, the 18th instant. Supplemental mails will also be closed on Sunday, the 19th instant, at 6 p. m.

WEDDING AT THE SCOTCH KIRK.

AN interesting marriage took place yesterday, in the United

R. S. V. P.

We are awaiting an enquiry from you for patterns of our Pure Wool materials.

The Wearing of wool has saved many a Life.

The value of wool to the Body is as great as the value of Eyes to the Head.

There is comfort in wearing Pure Wool.

There is also health, economy and appearance.

We will send you patterns free.

State your requirements and we will send you all particulars.

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PIANOS ARE IDEAL

PIANOFORTES.

THE BLUTHNER PIANOFORTES must not be classed with the productions by makers who are keen in the battle-royal of competition as to who could produce an inferior Piano at the smallest possible cost. Mr. JULIUS BLUTHNER has secured the World's Highest honours by dint of energy and determination to perfect his productions and to construct Musical Instruments in accordance with the most approved modern standards and requirements worthy of the name of Pianofortes and to sell them at a moderate price which, compared with public waste of money on worthless articles, is not an excessive sum. The Bluthner Pianofortes are the only Instruments which will help to radically change one's whole life in the matter of Music in a few days. The mysterious secret of their wonderful success and their wonderful influence on Musical people is their marvellous Brilliancy, Sweetness and sympathy in Tone. The actions of the Bluthner Pianofortes being soft, easy and uniform, have the effect of rousing the pupil and the musician from careless interest to the highest possible attainment which natural ability warrants. They are the only Pianos, specially built for India, possessing soulful music in every string. All musicians regard the time when they started using a Bluthner Pianoforte as the best days of their lives.

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MARCKS & CO., LTD.,

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BREEK'S MEMORIAL SCHOOL, OOTACAMUND, NILGHIRI HILLS, SOUTH INDIA.

AFTER many changes, the above School, in the healthiest Hill Station of South India, comes entirely under Government management, and will begin work as a High Class School for Europeans only on January 1st, 1906. A trained and competent English Graduate is being specially brought out as Headmaster. Arrangements will be made for taking Boarders.

Enquiries should be addressed for the present to

INSPECTOR OF EUROPEAN SCHOOLS, MADRAS.

TO PRINTERS.—FOR SALE a CROWN FOLIO TREADLE MACHINE (by Harrold of London) in fairly good condition. For particulars apply to the SUPERINTENDENT "Bombay Gazette," [illegible] Bay.

NOTICE.

ILLUMINATIONS 14TH NOVEMBER, 1905.

THE PUBLIC are informed that the route for all carriages JOINING the PROCESSION will be as follows :—

PROCEEDING SOUTH.—Parel Road, Kalbadevi Road, Carnac Road, Shaik Memon Street, Musjid Bunder Road, Abdul Rahiman Street, Hornby Road, Church Gate Street (East) round Elphinstone Circle, Apollo Street, Rampart Row, Apollo Bunder Road through Adam's Street, Lansdowne Road, Strand Road.

PROCEEDING NORTH etc.—Ormiston Road, Wellington Lines, Band Stand Road, Queen's Road, Church Gate Street, Mayo Road Esplanade Road, Cruikshank Road, Waudby Road, Esplanade Road, Church, Gate Street (going West) Mayo Road, Esplanade Road, Hornby Road, Carnac Road, Girgaum Road to Portuguese Church then back to Money School, Kalbadevi Road, Bapu Khote's Street, Erskine Road, Parel Road (proceeding North).

Whilst the Procession is under formation carriages may enter the line by any Road, or Street up to 6 P.M.

After 6 P.M. the line of route can only be entered at the following points :—

Junction of Parel, Grant and Babula Tank Roads, and when the line of Procession has extended beyond these points they will enter from Victoria and Clare Roads. Carriages coming from Malabar Hill, etc., must enter the procession at Grant or Clare Roads. Carriages from Colaba will be allowed to enter the line of Procession at the Band Stand. No carriage will be allowed to turn round along any part of the route as above laid down. Persons desiring to leave the line of Procession may do so from any exit by turning to the left whether going North or South except at Waudby and Mayo Roads going South and Esplanade and Hornby Roads going North.

H. G GELL,
Commissioner of Police.

Police Commissioner's Office,
Bombay, 13th November, 1905.

NOTICE.

(i.) On the occasion of the ARRIVAL at the APOLLO BUNDER of HIS ROYAL HIGHNESS THE PRINCE of WALES,
(ii.) On the occasion of the Reception at Government House,
(iii.) On the occasions upon which Banquets are given at Government House.

NO MOTOR VEHICLES will be permitted.

On the NIGHT of the ILLUMINATIONS, NO MOTOR VEHICLES and no conveyances drawn by BULLOCKS will be permitted.

NO FOURS-IN-HAND will be permitted at any of the functions during the VISIT of HIS ROYAL HIGHNESS.

H. G. GELL,
Commissioner of Police.

Police Commissioner's Office.
Bombay, 8th November, 1905.

PANHARD-LEVASSOR

CARS are the most reliable in the World. The public will kindly note that none of the vendors of other much advertised makes have accepted

E. J LEE'S CHALLENGE

To back a Panhard against any other car in the World for

RELIABILITY

for Rs. 6,000.

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PIANOS

A BOON TO SUFFERING HUMANITY.

SURGERY SUPERSEDED.

HYDROCELE in any form, RUPTURE, HERNIA, ELEPHANTASIS, and all sorts of Rectum and Scrotum diseases, are cured thoroughly by vegetable oils and Pills—price Rs. 10 for 20 days' treatment. Bleeding and Blind PILES, FISTULA, and all inflammatory complaints of the rectum causing irritation and burning are cured without the least pain—price Rs. 4-8 for Ointment and Pills for 15 days. FATTY or WINDY BODY, the undue increase of belly and abdomen, waist, loin and all the other parts of the body of both male and female causing weakness and depression. Patients do not find rest under such condition and feel miserable. They can, to their surprise, find reduction in their size from 4 to 6 inches after 15 days' application of oil. Price of oil for 15 days, Rs. 4-8. SPERMATORRHŒA, STERILITY, and other obstinate diseases of uterus are permanently cured, no matter how old the patient or disease may be—price of Pills for 15 days, Rs. 4-8. LEPROSY, Black and White and BLOOD DISORDERS are cured by a well tried and infallible remedy, consisting of pills and ointment, which will give vigour to body and purity to blood, price for 25 days treatment, Rs. 10. DIABETES, and complaints akin thereto, are entirely cured by harmless vegetable pills. Pills for 15 days, Rs 6-8.

BILIOUS COMPLAINTS, DYSPEPSIA, heating sensation in the throat and chest, giddiness, vomiting, thirst, hiccough are safely relieved and appetite restored, price of pills for 15 days, Rs 4-8. All NASAL COMPLAINTS, Watery blood of pus discharges from the nose, causing obstruction to breathing are perfectly cured by an effective smelling powder.

N. B.—The Medicines are free from mercury or any kind of injurious drugs. Upcountry patients are requested to state clearly their age, disease and duration of the same for my guidance. Apply to Dr. V. BALKRISHNA NARAYAN JOSHI, of Benares, Tardeo Bridge near Tram Terminus, Motiwala's Chawl, Ground Floor, Tardeo, Bombay.

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16, CHARING CROSS, LONDON.

NOTICE TO CORRESPONDENTS.

*** All communications intended for publication in our columns must be addressed to THE EDITOR and not to any individual member of the staff.

The Bombay Gazette

TUESDAY, NOV. 14, 1905.

THE PORT TRUST AND ITS WORK.

APART from the fact that his Royal Highness the Prince of Wales laid the foundation-stone of the new dock extension yesterday, the ceremony was one of the utmost importance to Bombay, as it marked the beginning of a new epoch in the history of the Port. The work, which was formally commenced yesterday afternoon, is destined to raise Bombay still higher in the list of the principal ports of the world and to give her facilities for the accommodation of the largest ships afloat, both in the matter of berthing for the loading or discharge of cargo and for the execution of such repairs as may be required. It was a happy thought to dis tribute among the principal guests, yesterday, copies of a handy volume, which had been prepared, narrating the history of the Port Trust, its inception, and the progress and development of the port under its administration. It is a history of the skilful working out of a carefully designed policy by a succession of capable men, not one of whom has for a moment lost sight of the object with which the Trust was constituted. There have been no lapses from the main purpose, no mistakes to correct since the operations were first commenced, and the latest and greatest step towards its realisation was that which was begun yesterday. Years hence no doubt the successors of the present Trustees may find the necessity for further extensions, but they will find laid down for them safe lines along which to proceed. The Port Trust, as at present constituted, came into existence in 1873, under an Act whose purpose was to consolidate and amend the law relating to the harbour and foreshore of the Port and to make further provisions for the regulation, conservancy and improvement of the said Port. It provided for the creation of a corporation under the name of the Trustees of the Port of Bombay, and their duty was first of all to set straight the errors of the Elphinstone Land and Press Company, which had enjoyed a monopoly of the landing and shipping facilities and left as a legacy of a debt of over six lakhs of rupees.

During the earlier years of its existence the Board was unable to raise, from the properties it acquired, sufficient revenue to meet the interest upon the debt. Private competition kept down wharfage rates, and deficits were the results. Then Government reconstituted the Board and bought out the interests of the bulk of the private foreshore owners at a cost of seventy-five lakhs of rupees, met by the issue of four per cent. debenture bonds, guaranted by Government from the Provincial Revenues of the Bombay Presidency. The financial difficulties disappeared and from that time, 1880, the Trustees have flourished. The accounts for the nine years, ending 1888-89, showed successive surpluses and the Trustees were enabled to make large reductions in the charges on trade and in addition appropriated large sums from revenue to meet capital expenditure. In 1889-90 there was a slight set-back owing to the completion of the Victoria dock, which added considerably to the interest charge and in that and in three out of the succeeding four years there were heavy deficits due to famine and the outbreak of plague, but the effects were only temporary, and the last seven years, including one of famine and one of intense scarcity, have provided an unbroken succession of surplus receipts. It is shown that in two of these years the surplus reached the large sum of nearly seven and a half lakhs. The Trustees continued the policy of from time to time reducing the charges on trade and shipping whenever reductions were called for, but for some years past, with future requirements in view, they have devoted special attention to strengthening their financial position by building up a large revenue reserve, by the institution of a Sinking Fund, for the repayment of the whole of the existing debt and by liberal appropriations to depreciation accounts. The prosperity of the affairs of the Board has been materially assisted by the steady increasing receipts from the large landed estates they hold partly purchased from Government at the formation of the Trust and partly obtained by reclamations of the forshore. These receipts form a permanent asset of very great value and for the last year they aggregated nearly fifteen lakhs of rupees. Since the Trust was first established, until the present time, the aggregate surplus on Revenue Account has amounted to over seventy lakhs of rupees, which with surpluses appropriated make a total of 115 lakhs, while the total reductions in the whole period of past twenty-three years report the sum of over a million and a half sterling.

The operations of the Board, under the head Capital, are recounted and it is shown how skilfully marshy forshores have been dealt with by the Trust's engineers and how they have turned waste lands into the money earning property. The last two years have, as we know, been devoted to preliminaries to the commencement of the present new scheme. The details of the scheme will be found in the account of yesterday afternoon's proceedings. But it will be seen that the tale of work is not yet completed. There are other undertakings in progress and in immediate contemplation. These include the Harbour Railway now in course of construction. The project at the outset met with some opposition by the existing Railway Companies and in 1900 it was referred to a Commission for enquiry. This Commission considered that the necessity for the line was established and their recommendation was accepted by the Government of India and the Secretary of State. Numerous alterations in existing Railway works will have to be undertaken and the whole work will be of a very extensive description. But another large scheme which is to occupy the attention of the Trust is the proposed reclamation between Mazagon and Sewri. It is explained that in order to provide space for the new Goods Depot at Mazagon for the grain and seeds and cotton trades and for the new G. I. P. Railway stores yard which the Trustees have agreed to provide in exchange for the existing railway stores yard at Wadi Bunder, it will be necessary to transfer the existing timber ponds to a site further north and to reclaim the areas they now occupy, and such reclamation must be extended out sufficiently far to afford wharfage for the cotton import trade carried in country craft. To provide for the bare requirements thus stated involves the reclamation of an area of 232 acres, with a length of a mile and a quarter of wharf front. This reclamation, carried out in the usual way, would cost about Rs. 60 lakhs, including the cost of the new timber ponds complete, against which has to be set the sum of twenty-three lakhs to be paid by the Railway Company and the value of the excess area of land the Trustees are to receive at Wadi Bunder. But there are other requirements to be met and to be anticipated. These include provision for the hay trade, for a new Telegraph Stores Yard and possibly for a new stores yard for the B. B. & C. I. Railway, in the event of their present yard at Colaba being given up. The Trustees also consider it is prudent to take the opportunity to make provision for future requirements which cannot be exactly foreseen and are advised that by enlarging the area it will be possible to effect the reclamation at a very largely reduced cost by means of suction dredgers, which will pump the mud of the foreshore, of which there is a large deposit, on to the area to be reclaimed. A project has been drawn up on these lines for reclaiming a total area of 583 acres, with wharf frontage of a little over two and a quarter miles in length. Again, as a means of removing the risk to shipping and property from their proximity to the docks, it has been decided to transfer the several bulk oil installations to a site at the extreme north end of the Trustees' property. The site selected is completely shut off from the harbour on three sides and can easily be similarly shut in on the fourth side. It is in proximity to the line of the Harbour Branch Railway, with which it will be connected by sidings, thus affording the Trade the essential means for the direct despatch of oil to their up-country depots. The site is now being acquired and tenders for the construction of the pier are now under consideration. An idea of the enormous duties of the Body which was yesterday honoured by the Prince may be gathered from the foregoing statement, which underestimates, rather than otherwise, the importance of its work to the future prosperity of the city and Presidency.

"SOME ONE HAS BLUNDERED."

A "Government Gazette" extraordinary, issued yesterday morning, makes an extraordinary statement. It says that "the Right Honourable Sir Gilbert John Elliott Murray Kynynmound, P. C., G. C. M. G., Earl of Minto, of Roxburgh, Viscount Melgund, of Melgund, in the county of Forfar, Baron Minto of Minto, Roxburgh, and a Baronet of Nova Scotia, is expected to arrive in Bombay at daylight on Friday, the 17th instant, by the P. and O. S. N. Company's steamship Macedonia to assume the office of Viceroy of India and will be received on arrival with all the honours due to his high position. As soon as the Macedonia is signalled from the Light-house three guns will be fired from the Saluting Battery at intervals of ten seconds. At 7-15 a. m. a deputation consisting of the Chief Secretary to the Government of Bombay, the Military Secretary and Aide-de-Camp to his Excellency the Governor-General and the Millitary Secretary and an Aide-de-Camp to His Excellency the Governor of Bombay will proceed on board the Macedonia under arrangements to be made by the Director of the Royal Indian Marine. Lord Minto will leave the Macedonia at 7-45 a. m." And so forth. As a matter of fact the Macedonia left Marseilles on October 20 and Aden on the 29th ultimo., at 6 p. m., for Australia. Moreover, Lord Minto was not on board her. By no possibility can that popular steamer reach Bombay for, at least, another five weeks, even if the P. and O. Co. divert her from her present programme of sailing. Seven-fifteen next Friday morning will come, but no "Macedonia" and no Lord Minto, for his Excellency left Marseilles by the "Victoria" and transferred on Sunday night at Aden to the "Peninsular." Owing, we suppose, to the quantity of baggage the Viceroy-elect is bringing—or to some other cause—the steamer did not leave Aden until 5 o'clock on Monday morning, so that instead of arriving at daybreak on Saturday, as might have been expected, she will not be here until noon—three hours after Lord Curzon had arranged to leave by the R. I. M. S. Dufferin for Home, Lord Minto accompanying him to the Bunder. All the arrangements notified in the "Government Gazette" therefrom may be considered as cancelled and very likely by the time these lines appear in print, new arrangements will be announced. It may be explained that Lord Minto first booked his passage by the Macedonia and then transferred to the Victoria.

THE P. and O. Company's s. s. Peninsular, with the outward Mails of the 3rd instant, left Aden at 5 a. m., on Monday and is expected to arrive in Bombay at noon on Friday next. Lord Minto is on board.

LORD AND LADY MINTO are bringing out with them to India their three daughters, the Ladies Eileen, Ruby and Violet Elliott.

THE Quetta-Nushki Railway will be opened to-morrow for passengers and goods. Trains will run each way three times a week.

THE goods traffic on the B. B. & C. I. Railway for the week ending 21st October 1905, shows a decrease on the corresponding week of 1904 of 104,428 mds. and Rs. 49,917 in the earnings.

ATTENTION is drawn to the Police notification which appears in our advertisement columns, laying down the route for carriages to-night for witnessing the illuminations in the city.

A NEW record in the output of tea is being established by Ceylon this year. Abundance of labour, absence of disease, the effects of previous resting, and excellent climatic conditions are said to be responsible for this result.

MR. F. R. UPCOTT, President of the Railway Board meets the Raja of Cutch in Bombay, to discuss the Bombay-Sind connection Railway scheme through the Province of Cutch. In another column will be found a petition recently sent to Lord Curzon by the Cutchi residents of Bombay who hope that the fact that there is a severe famine in Cutch, which has caused a quarter of the population to leave, will have the effect of an early decision to build the railway through the district.

THE Corporation of Calcutta are prepared, with the sanction of the Governor-General in Council to open a Debenture Loan for Rs. 15,00,000 (fifteen lakhs) on the security of the rates, taxes and dues. The debentures will have a currency of thirty years from the 1st January, 1906, and will bear interest at the rate of 4 per cent. per annum payable on the 1st of January and on the 1st of July of each year. No debentures will be issued for any sum less than Rs. 500, and above that amount debentures will be issued only for multiples of Rs. 100. Tenders for the whole or any part of the above loan of Rs. 15,00,000 will be received by the Secretary to the Corporation, up to 1 p. m, on Saturday, the 25th of November.

It is not probable, says the "Pioneer" that Lord Kitchener's brief visit to Cawnpore will give him any opportunity for going over the ground in the neighbourhood of the station. But if he should be able to find time for this he will surely be struck with some doubts as to the wisdom of his staff in having selected the place for an enlarged garrison. It is true that in days long before the Mutiny, Cawnpore was one of the biggest military stations in India; but that was when the conditions, military and local, were totally different. In these days when the first requirement of a considerable body of troops is large open spaces for training and manœuvring, including a diversity of ground for tactical practices, one cannot well imagine a more unsuitable selection than that of Cawnpore for a big Cantonment. On one side the Cantonment is completely shut in by the river Ganges, or its sandy bed, two miles wide, and only to be crossed by the railway bridge, which is a long distance from the military lines, on the north and west the way out is completely barred by the civil station, the native city, and the railways and their yards and premises; and there remains only the ground to the south and east across the Grand Trunk road which besides being restricted possesses no advantage whatever for soldiering. The site is already overcrowded, the native town is notoriously unhealthy, and the neighbourhood of a great industrial city wrapt in an atmosphere of smoke and dust offers no invitation to fresh settlement. One would naturally suppose, therefore, that some larger strategical or political reasons were behind the proposed increase of the Cawnpore garrison, that in this case it is difficult to discern where these influences can have operated. After all it is not always necessary to look for deep explanations for what may simply have been done at random. Next to Cawnpore perhaps the most unsuitable station in these Provinces to carry an increased military garrison is Fyzabad, yet like Cawnpore Fyzabad has been selected for enlargement.

A SIAMESE adaptation of Sheridan's "School for Scandal" was successfully staged at Bangkok recently. It was written by the Crown Prince of Siam.

THE Indian Tea Association has issued Part III. of Dr. Harold Mann's series of papers on "Mosquito Blight of Tea," detailing the results of his investigations during the season of 1904-05.

MR. F. J. WILSON, Chief Engineer of the Madras Harbour Works, has been selected for promotion to be Chief Engineer for Irrigation, Madras, when Mr. J. P Davidson succeeds Mr. de Winton, C. I. E. Chief Engineer to Government this month.

WITH commendable promptitude the official Report of the proceedings of the Annual Meeting of the United Planters' Association of Southern India held at Bangalore in August, has been issued. The Report forms a further record of the useful work the Association has been doing for the past eleven years.

A NEW poem by Mr. Kipling, after the manner of his famous "Recessional," which a "Times" critic once eulogistically described as the best poem written since Shakespeare's day, is to appear in a book entitled "The Empire and the Century," just announced by Mr. Murray. The poem is to be called "The Heritage."

THERE have been great changes in the British Fleet in China waters since peace was declared, and it is now reported that H.M.S. "Bacchante" will commission as flagship for the China Station, and that the cruisers Hogue and Sutlej will leave at an early date to join the Home Fleet.

THE Government of India have sanctioned an allotment of Rs. 13,418 as a grant-in-aid from the Imperial Revenue for archæological expenditure in Madras during the current financial year. The amount will be expended on repairs at Vijayanagar (Hampi), Rs. 7,418, Gandikotal temples, Rs. 5,000; and Tirumale Jain temple Rs. 1,000.

MADAME Sarah Bernhardt's New York agent has received word that the posters advertising her forthcoming visit to Havana have been torn down, and that trouble is feared if she appears in the Cuban capital. The ill-feeling shown is due to a remark Madame Bernhardt is alleged to have made some years ago, after appearing in Cuba, that the Cubans were half civilised negroes wearing dress suits.

THE extraordinary fact that straw plait is conveyed from Japan to London at a rate per ton nearly double that charged for carrying the same goods nearly 3,000 miles farther, to New York, has just been discovered. Indeed, it has been found that it is actually cheaper to have plait taken past London to New York and have it re-exported rather than accept direct delivery in London.

POPULAR touring is reducing all things to the banality of the cheap trip. Neither the grandeurs of the mountain heights nor the weird beauties of the caverns are exempt. In Brussels they are forming a company, with a capital of £40,000, with the special purpose of working the fine Swiss caverns of the Muotothal Valley, according to the well-known methods of the popular resort. They are to be rendered easily accessible, there are to be electric railways within, and attractive entertainments are still farther to swell the flowing tide of patronage—and dividends. One of these caverns alone—the Holloch—is more than 3,000 yards in length.

PERSONAL IMPRESSIONS OF THE GERMAN SOLDIER.

I AM writing this at Coblenz, after having been engaged in the interesting occupation of watching the German soldiers playing at war. I had already seen him in actual warfare of sorts, when Jack Sepoy met him en route for Peking, and that inspection of his qualities under what, to him, were doubtless novel conditions of warfare filled me with the desire to obtain a closer view of the military machine owned by the master of the "Mailed Fist," which machine we have been so often assured is the most formidable war-engine in the world.

So while home on long leave from India, I seized the opportunity presented by the late manœuvres of the German army to see what I could of the German soldier employed en masse upon his native heath under the eye of his Kaiser. With the assistance and good offices of friends at Court, I was enabled to get a pretty close view of the German military machine in active operation, and to gain a very useful notion of the working efficiency of the various parts.

It will not serve my purpose says an Indian Officer in the "Pall Mall Gazette" to furnish a picturesque description of the manœuvring. There has already been quite enough of this generally pointless sort of writing by correspondents disinclined or unable to penetrate to the psychological strata lying beneath the concrete surface. I will, therefore first, give in brief a collection of my chief impressions, and, then the deductions I have been able to form from what I have seen of the German fighting man both in peace and in war.

First, then, in the matter of physical fitness which is at the basis of all fighting efficiency, the German soldier, albeit a trifle over-beefy, will compare favourably with the best of any nation, and—what is of importance to us—more than favourably with a good deal of the voluntary material which we have to be satisfied with for Regulars and auxiliaries alike. The Germans get the best bone and muscle of their race; and remember it is only the best bone and muscle which is going to prove an effective bulwark in the day of national stress and trial. A German soldier does not look so clean-limbed or athletic as a British Tommy of four or five years' service, but there is no mistake about his powers of endurance in his native atmospere. It is less remarkable in hot climates, to which he does not adapt himself like the Briton. But in Europe, where he is especially designed to operate, he can march twenty to twenty-five miles a day, and carry a weight of fifty pounds on his back, without dropping any crocks by the way. In fact, woe betide the wretch who falls out before he has reached the full extremity of human endurance.

I now come to an important point in which, paradoxical as it may seem, is embodied both the German strength and German weakness. I shall explain fully what I mean in my deductions further on. But let me say at present that I was impressed again, as I had been in the land of the Celestials, with the mechanical perfection of the drill, discipline and organization of the German infantry. Their officers and under-officers have them under splendid control, and I have no hesitation in saying there is nothing like it in any other army in the world. It is the triumph, the "ne plus ultra," of subordination.

Precisely the same quality is noticeable in the cavalry and artillery arms. The former does not greatly take the eye, as the German is naturally a bad horseman, and it is impossible to expect great results in this way from a training of little more than three months. Of the efficiency of the artillery, on which the Germans are—for reasons explained later—obliged to place very great reliance, it is less possible to speak without seeing the effect of their fire with live shell and bursting shrappel.

But what most of all astonishes the military observer, who has been impressed with so much mechanical precision, is the utter absence of that tactical common sense which is comprised in the artful utilisation of cover, as well as in the adoption of attack formations suitable to the approach of positions defended by magazine rifles and quick-firing artillery. I could almost believe, as I watched the operations of the Kaiser's troops, that they had never heard of the South African or the Russo-Japanese campaigns.

Whether one was watching their cavalry work, their infantry, or artillery, one was equally startled by this extraordinary lack of adaptability. What is really the matter with the German army showed itself most of all where the men were working in small bodies, on patrol or reconnaissance duties. They were in bondage to supervision. One might have been looking at a military version of La Poupee. One looked in vain for the workings of the spirit of individualism, of mental alacrity, or initiative, which would have sent each unit scuttling to cover like rabbits, to see without being seen. They were capable of getting through any amount of work, but only under supervision, perpetual supervision like a boy who has been so flogged that all volition has been lost in the overwhelming instinct of obedience.

Generally speaking, the German officer is well worth obeying; but, on the other hand, one noticed plenty of failures, as when men were evidently not directed to take cover, and when cavalry—devoid of that instinct to spare their horseflesh whenever possible, which our men learnt in South Africa—were not ordered to dismount or even to keep their horses out of sight and work their reconnaissance on foot.

Passing from small bodies to large, one is forced to the conclusion, after watching the German system of attack, that they have some weighty reason for preferring to accept the heavy losses entailed by the preservation of close formations to advancing their men in wide and shallow formations. Thus I have been watching large bodies of German Soldiers sent in to the attack in formations that now-a-days, in England, India, and the up-to-date army of the Mikado, would be considered hopelessly archaic. For all practical purposes, against the dense volume and rapidity of modern artillery and rifle fire, there was no effective extension whatever, while the reserves, and in many cases the supports, were moved forward in columns of fours.

It is impossible to suppose that the German Staff, with its exceptionally high standard of intelligence, have not fully realised the murderous result of such dispositions. Probably what has not been grappled by the mental tentacles of the German Staff you may set down for some microscopic irrelevancy which is not worth bothering about. They know what they are doing, and they know why it is done. In fact, the class of German officer with the intelligence which can rise superior to the blindly prejudicial is perfectly aware of the limitations which deny him perfection. Although he may possibly talk of changing his formations in active warfare, he knows better than anyone that methods which have been beaten into the very soul of the German soldier in practice are little likely to be exchanged with any success for something radically different under the stress of a campaign.

Summing up, therefore, what I have seen of the very latest aspect the German military machine, having especial regard to the absence of individuality, the density of infantry as well as cavalry formation in attack, I proceed to my deductions.

Unfortunately for the Teuton's military effectiveness, the science of war can never be an exact one. If it were, one could easily understand the Germans attaining to a mathematical pre-eminence. As it is, their assiduous and ceaseless endeavour to reduce the inexact to exact and manageable mechanism has had the effect of subordinating the mind to rule and formulæ to a paralysing extent. It was frequently obvious in China how their rigid subservience to stereotyped rules and procedure lowered their effectiveness beside the more adaptable and resourceful tactics of our Anglo-Indian contingent.

Now, all military history attests the bravery and endurance of the German private soldier, and shows him stubborn in defence, determined in attack, sturdy on the March, and altogether a formidable fighting man. Therefore what I set myself to consider is whether there is any bent in his nature which may detract from this effectiveness under the long tension of modern war, when high explosive shells may be blowing him to pieces at seven miles, and a hose of musketry fire playing on him for hours. After my experience of him in China, and from what I have now seen of him at home, I am satisfied that I have discovered one or two such qualities.

(Concluded on page 6.)

RUSSIA'S SERIOUS STATE.

POLAND DEMANDS AUTONOMY.

MARTIAL LAW PROCLAIMED.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 12.

Count de Witte has received telegrams from various parts of Poland demanding full autonomy including a Diet at Warsaw elected by universal suffrage.

Count de Witte, replying to a Polish deputation, said he was in favour of an autonomous administration, but was opposed to political autonomy.

The Council of Workmen's delegates at St. Petersburg is preparing for defence of the Jews.

LONDON, Nov. 13.

An official communique at St. Petersburg declares the Government will no longer tolerate, and stigmatizes as impudent, the movement of the Poles aiming at independence, and therefore as long as troubles continue and the people are influenced by agitators, Poland will receive none of the benefits set forth in the Manifestoes of the 18th August and 30th October. Hence, too, the proclamation of martial law throughout Poland.

Last evening a patrol fired a volley on a group of Jews at Warsaw without any provocation, severely wounding eight of them.

Despite the fears of disturbance yesterday at St. Petersburg the day passed off quietly.

THE RUSSIAN MINISTRY.

M. Durnovo, Assistant Russian Minister of the Interior has, been appoinsed Minister of the Interior.

THE GOVERNOR OF CRONTADT.

The Governor of Cronstadt has resigned.

ADMIRAL TOGO'S FLEET TO VISIT ENGLAND.

March Definitely Chosen.

The "Daily Telegraph" correspondent at Tokio says it has definitely been decided that Admiral Togo's squadron will visit England, probably in March.

The American Legation at Tokio has been raised to an Embassy.

THE NORWEGIAN CROWN.

Offered to Prince Charles.

The plebiscite on the Storthing's decision to enter into negotiations with Prince Charles of Denmark with a view to his accepting the Crown of Norway was proceeding yesterday and continues to-day.

SIR ANTONY MACDONELL.

Undergoes Another Operation.

LONDON, Nov. 13.

Sir Antony Macdonell has undergone a slight surface operation the natural consequence of his previous successful operation.

KING ALFONSO IN GERMANY.

Departure from Potsdam.

King Alfonso has left Potsdam for Vienna after a week of military functions, banquets, etc.

GREETINGS FOR LORD MINTO.

Arrival at the Boundaries of India.

THE following telegrams was sent by H. E. Lord Lamington to Lord Minto to await the arrival of the P. and O. s. s. Victoria at Aden :—

ADEN, Nov. 11.

From Governor of Bombay to Lord Minto, Aden.

On behalf of the Bombay Presidency I send you a hearty welcome upon your first arrival within its outermost boundaries.

Nov, 12.

Lord Minto sent the following reply :—

From Aden, to Governor, Malabar Point, Bombay.

Many thanks to you and Bombay Presidency for kind welcome.

THE IN-COMING MAIL.

ADEN, Oct. 13.

The P. and O. Company's steamer Peninsular, with the English mails of the 3rd instant, left here for Bombay at 5 a.m., to-day. The same Company's steamer Victoria, left here for Colombo and Australia also at 5 a.m. to-day.

MILITARY INTELLIGENCE.

ARRIVALS, NOV, 13.

Lieut J W Renny Fairly our R F A, on leave from Secunderabad.

Lt-Col R H Cama, IMS, on leave, from Bangalore.

Capt N E Tilney, R H A on leave, from Mhow.

Major G M Audain, 98th Inft. on leave from Aurungabad,

DEPARTURES NOV. 13.

Capt E E Bousfield, 66th Punjabis, from leave to Peshawar.

Major F G H Davies, the Guides, from leave to Mardon.

Capt F S Kun, 45th Sikhs, from leave, to Nowshera.

Lt R S Milner, 15th Lancers, from leave, to Jullunder

Capt H F Cooke, 32nd Sikhes, from leave to Umbala.

Capt W F G Bourne, 10th Jats, on duty to Cawnpore

Major G F Sharp R F A, on leave to England,

Major D Thompson, S and T C on furlo to England.

Major A T Browne, C I Horse, on leave to England

Major C E Anderson, 33rd Punjabis, on leave to Jubbulpore.

Capt N Leslie, 30th Lancers, to rejoin Regt to Bangalore.

Lieut H T Walker 30th Lancers to rejoin Regt to Bangalore.

RESTORATIONS AT AGRA.

FURTHER INSPECTIONS BY LORD CURZON.

[FROM OUR CORRESPONDENT.]

AGRA, Nov. 12.

The Viceroy paid an early visit to the Taj this morning, starting from the Circuit House at 7 o'clock Since His Excellency visited Agra in April last, a great change has been effected in the quadrangle which fronts the tomb. The graceful colonnade flanking one of its sides, long ago destroyed and replaced by an ugly mound of earth, has been completely restored and the approach to the gardens has been beautified in several other respects. In the mausoleum itself nothing remains to be done, but the Viceroy discussed on the spot the design for the silver arabesque lamp which he is presenting to the Taj to be hung over the tomb. A scheme was also prepared for the planting of trees in the renowned garden which will secure its maintenance in its present beautiful form for many years to come. His Excellency returned at about 10 o'clock as the state of his health prevents him from spending long mornings in the sun.

After breakfast the Viceroy received two visitors who had come to Agra to bid him farewell, namely His Highness the Maharaja of Benares and the Nawab Faiyaz Ali Khan of Pahasu. His Honour Mr. J. B. Fuller, Lieutenant-Governor of Eastern Bengal and Assam and His Highness the Maharaja of Jaipur also arrived at Agra to-day, for the purpose of seeing His Excellency. In the afternoon the Viceroy and Lady Curzon accompanied by Sir James and Lady La Touche drove out to Sikandra where a large party assembled. There the Municipal new work to be inspected was the restored minarets of the gateway which have been entirely re-erected during the past six months. Tradition has it that the heads of these famous towers were knocked down by the artillery of the Jats. History, while refusing to substantiate the story, has failed to account for the destruction. At any rate it is more than a century since the towers stood as they stand to-day.

THE DELHI MUNICIPALITY.

LORD CURZON'S REPLY TO THE ADDRESS.

AGRA Nov. 13.

Lord Curzon after having received the address from the Delhi Municipality made the following reply:—

Gentlemen. I am exceedingly sorry that I was not able to receive you at Delhi itself where I had looked forward to spending three half days when my recent illness came on and where there was some important work that I desired to complete. It is very good of you to have travelled down here to present me with your address in person and I gratefully accept it at your hands. When I paid my first official visit to Delhi as Viceroy six years ago I remember congratulating the members of the Delhi Municipality upon the model character of the address which they did me the honour of presenting. Then my work in India lay before me and both the Municipality and I could only speak in the future tense. Now it is finished and I cannot but feel a sense of pride that from the representatives of the ancient city, the capital of Empire and the possessor of an undying renown, I should have been thought worthy of such a tribute as that which you have just rendered.

Your remarks have related principally to archæology and to the many occasions on which I have been drawn to Delhi during the past six years in connection with antiquarian or other work. You are right in saying that I have taken a great interest in the place because of its imperial traditions and the beauty of its remains. You have particularly alluded to the restorations and repairs that have been undertaken in the shrines and tombs outside the City principally those of Humayun Safdar Jung, Isa Khan and Nizamuddin. I like to think that these famous men of the past still have their last resting places properly tended and further that the buildings so noble and the surroundings so gracious and fair are not allowed to fall into decay by the apathy or slovenliness of later generations. In the Fort a great deal more remains to be done. A considerable portion of the garrison is to be moved outside the city and I hope we shall thus gradually get rid of those monstrous barracks which are now such an eyesore and offence. We are at present engaged in restoring the palace-gardens of the Moghul Emperors of which the pavilions and water-courses still exist or can be produced.

I have as you know brought out a Florentine artificer in mosaics to replace the marble incrustations at the back of the throne and I hope that a few years hence the interior of the Fort may present some light resemblance. It cannot, I fear, be more, for so much has perished irretrievably to what it was not in the later days of the Moghuls when the moribund condition of the Empire was typified in the squalor and decay of the court, but in the resplendent times of Shah Jehan and Aurangzeb when the interior of the Fort has been renovated. I have always hoped that the artificial glacis outside which was thrown up for defensive purposes after the mutiny may be removed and that the magnificent red walls may then be seen to their base as they were up till 50 years ago. You have alluded to the great pageant of

THE CORONATION DURBAR.

That was held at Delhi nearly three years ago. We are now engaged in commemorating with assistance of Sir Aston Webb, one of the foremost of English Architects the common site of the two Durbars of 1877 and 1903 and when these works which will combine architectural features with landscape gardening have been completed, Delhi will possess a 20th century monument that will, I hope, compare favourably in beauty and impressiveness with the relics of earlier ages. I often see in unfriendly papers and speeches, a repetition of the old calumny that our Durbar in 1903 was a costly extravagance. The people who said it was going to cost two crores became so enamoured of the praise that they have gone on ever since declaring that it did cost 2 crores and one would almost imagine that some of them believe it, although the actual figures require to be multiplied no fewer than seven times in order to sustain the illusion. You who are on the spot are cognizant of the facts and the view which you entertain is that which will permanently commend itself to the judgment of history namely that the Durbar was a just and befitting celebration of the great event which it was intended to commemorate.

I will not now dwell upon the generous terms in which you have spoken of the general character of my administration, but will merely thank you for the unsolicited compliment you have concluded by expressing both a hope and a condition that my affection for India will sometime bring me out again. Who knows but what it may perhaps as a simple tourist I may one day wonder in a tikka gharry among the buildings and monuments that I loved and to which while responsible for them I endeavoured to devote so true and reverent a care. However that may be I can never forget my seven happy visits to Delhi as Viceroy or the courtesy and consideration which I have on so many occasions received from its inhabitants.

THE PRINCE AND THE NEW DOCK.

FOUNDATION STONE LAID.

DISPLAY IN THE HARBOUR.

THE BYCULLA CLUB BALL.

VISIT TO THE YACHT CLUB.

As the stay of their Royal Highnesses in Bombay draws to a close their daily programme becomes less full. Yesterday with the exception of the time spent in the morning by his Royal Highness in returning the visits of Native Chiefs, the Royal couple were resting until about four o'clock, when they left Government House to attend the function at the New Docks, where the Prince laid the foundation stone. Here the ceremony was as picturesque as any that has yet been witnessed and withal pregnant with more far reaching consequences. The reception at the Apollo Bunder represented India's greeting to the Royal pair, the long drive through the Fort and native town was a first glimpse into the life that they will lead for the next few months, The Museum is another link in the chain that is binding the past with the present and the present with the future, the great work of the preservation of the priceless historical monuments of the Empire, and the collection of the things of to-day, for the study of archæologists of succeeding generations. But the ceremony yesterday afternoon was an earnest, as was similar duty performed thirty years ago by the King-Emperor, of the ever increasing tie between England and this great dependency, the tie of Commerce. None who were present, when His Royal Highness after receiving the address stepped from the dais, walking between the bright rows of spectators, who stretched in semicircles around him, could fail to appreciate that which the necessity for larger docks means. The enormous growth of trade during the last three decades has marked the transformation of India from a county of a marvellous administration with an enormous military support to one of the greatest features in the world of Commerce. The ceremony spoke of greater comfort for travelling, of all the latest advantages of modern engineering science, of that indeed, the value of which, not only to Bombay, but the whole of India, is incalculable. For the public were the drives through the city, and at the end of the day the ball at the Byculla Club, which will rank at the head of the long record of Indian hospitality and will mark a red letter day in the annals of Bombay Society.

The Reception at Government House on Saturday, represented Royalty receiving the homage of its loyal peoples, but last night's function means a closer bond of love won by the Royal couple entering into the personal joys of their future subjects.

RETURN VISITS TO NATIVE CHIEFS.

H. H. THE RAJA OF RAJPIPLA.

A deputation, consisting of K. S. Vijaisingji, K. S. Digvijaisingji, K. S. Narsingji and Mr. D. E. Kothawalla, Dewan waited upon his Royal Highness in Government House at 10-30 a.m. yesterday, when his Royal Highness, accompanied by Sir Walter Lawrence and the Hon'ble Mr. Edgerley Chief Secretary to Government, proceeded to H. H. the Raja's bungalow at Walkeshwar Road.

H. H. THE NAWAB OF JUNAGADH.

A deputation from his Highness the Nawab of Junagadh, consisting of Ameer Nurkhan, Mr. Manipprasad Durgaprasad, Jamadar Suleman and Mr. Chhaganlal H. Pandya, waited upon his Royal Highness at the bungalow of H. H. the Raja of Rajpipla. After the ceremony at the latter place was over his Royal Highness, accompanied by the deputation, proceeded to visit his Highness Nawab Sir Rasulkhanji of Junagadh in the "Ill Palazzo," the residence of Bai Awabai Framji Petit, and specially lent to the Nawab for the Royal Visit. His Highness the Nawab received his illustrious visitor at the steps and conducted him to a magnificent drawing room. His Royal Highness was given a seat on the right or his Highness the Nawab Sahazada Sherjumakanji. Vazir Bohudinbhai Dewan Sardar Bahadur Behecherdas Viharidas, Ameer Oosmankhan, Ameer Aba Sale bin Mubarak. and Jamadar. Wahedali were then presented to his Royal Highness and offered, nazirs which his Royal Highness touched and remitted. His Highness the Nawab presented his Royal Highness with pan and attar, which his Royal Highness accepted. The members of his Highness the Nawab's staff made similar presentations to H. R. H the Prince's staff.

H. H. THE RAO OF CUTCH.

At the termination of the formal ceremony at "Il Palazzo," a deputation sent by his Highness the Mabarao of Cutch awaited upon his Royal Highness. This deputation was formed of Kumar Shri Vijairajji, Dewan Chunilal Sarabhai, Mr. Haribhai Manibhai and Jadeja Amersingji. His Royal Highness, accompanied by the deputation, drove to "Daria Mahal," the magnificent residence of Mr. Naranji Dwarkadas. The spacious compound of the bungalow was decorated and a durbar room was formed on the first floor, which was also tastefully decorated. Here after the reception of his Royal Highness by the ruler of Cutch, K. S. Vijairajji, K. S. Godiji, K. S. Kalubha, Mr. Chhotalal Sewekram, Hazur Secretary, Jadeja Amersingji and Jadeja Pragji were presented to his Royal Highness.

H. H. THE JAM OF NAWANUGGER.

Tejpal Hall, the residence of Mr. Gordhandas Goculdas Tejpal, was lent to H. H. the Jam of Nawanugger to receive his Royal visitor, and Mr. Gordhandas had left nothing undone to make the place worthy of the occasion. Accompanied by K. S. Takhtesingji, K. S. Juwansingji, Dr. Ranina and Mr. Shivlal Gosalia, who waited upon his Royal Highness in Daria Mahal in the form of a deputation, the Royal procession drove to Tejpal Hall at 11-50 a.m., where his Highness the Jam of Nawanugger received his illustrious visitor and conducted him to the large dewankhana, which was decosated after the style of an oriental durbar room, where on a sofa on the right of the Jamsaheb sat his Royal Highness. Kumar Shri Merubha, Mr. Merwanji Pestonji Dewan, Sodha Dansingji, Sodha Kesrisingji, Jadeja Mansingji, Sodha Ramsingji and Mr. Somchund, State Vakil were presented to his Royal Highness.

H. H. THE THAKORE OF GONDAL.

The last visit was paid to H. H. the Thakore Saheb of Gondal in the bungalow of Mr. Jairajbhai. Peerbhai at Warden Road at 12 noon. The deputation which waited upon his Royal Highness consisted of K. S. Chundrasingji, Mr. L. K. Sukle, State Vakil, Mr. Premji Anand and Mr. Runchor Annand. Mr. Manilal Govindram Dewan K. S. Balsingji, Mr. Balabhai Gulabchund and Mr. L. K. Sukle were presented to his Royal Highness.

ROUTE FROM GOVERNMENT HOUSE.

Punctually on the stroke of 4 o'clock yesterday afternoon, Their Royal Highnesses moved out of Government House from the Lower Gate via Chowpati and Walkeshwar Road, a description of which localities we published in a previous issue. The Royal Party after moving along Queen's Road for a considerable distance turned into Princess' Street the opening ceremony of which was performed on Friday afternoon. Proceeding along the route the Royal equipage worked into PicketRoad from whence they curved round into Carnac Road, past the Volunteer Head-Quarters which were particularly beautifully dressed. Every pillar of the building is draped in red white and blue, large flags flon pleasantly about, while shields are to be seen on the frontage of every vacant spot of the building surmounted and decorated with little flags. Large flags also protrude from the open spaces of the verandah while extending from the building to the other side of the street is an elongated banner in red, framed with the following inscription with bold white letters :—"The Volunteer Rifles salute your Royal Highness." Innumerable Chinese lanterns adorn a considerable portion of the building, and in fact the effect which the decorations present is indeed a very attractive one. Passing this the Royal party proceeded along the range of shops facing the Goculdas Tejpal Hospital, some of which were smartly decorated as a mark of the loyalty of the Borah Community. Near the approach to the Market another inscription stretched across the road from end to end reading "Unity, Truth and Prosperity" on a red ground on white letters. The Carnac Bridge which was crossed was adorned to a minor extent. Frere Road was then entered and here was to be seen a deal of enthusiasm exhibited by the populace who lined both sides of the foot-paths. On reaching the site where the picturesque shamiana had been erected for the accommodation of the public during the opening ceremony of Bombay's new Great Docks by his Royal Highness the Prince of Wales, a halt was made. After formally laying the Foundation Stone which occupied some time the Royal Cortege moved along the remainder of Frere Road on to Customs Road past Government Central Press, on to the Apollo Bunder via the Government Dockyard, the exterior of which presented a most brilliant spectacle. The whole of the outer walls were dotted at very close intervals with electric bulbs which shed their rays for a considerable distance. Above the main entrance is a coronet set in lights and a little further near the private entrance to the bungalow of the Director of the Royal Indian Marine is a very effective illuminative display of a large star in lights of white imbedded with an anchor of purple and surmounted by a Crown in tints of red, white and green. Passing the Sailors' Home the Royal equipage turned into Apollo Bunder where a halt was made at the Yacht Club. After an hour here the Royal Party drove back to Government house via Mayo Road and passed over Wodehouse Bridge Road past the Bandstand via Queen's Road, past the Church Gate, Marine Lines and Charni Road Stations of the B. B. and C. I. Railway on to Chowpati and to Government House. The seething crowd along the route which edged either side of the pavement was as big, if not bigger, than the crowd which lined the street on Saturday afternoon and Sunday evening.

YESTERDAY'S GREAT CEREMONY.

Once again we reiterate what was said in these columns yesterday to the effect that in the organisation of royal pageants Bombay has nothing to learn from London. A more skilfully-arranged function than that of yesterday, when the Prince of Wales laid the foundation stone of the new Alexandra Dock, it would be impossible to conceive. Everything went like clockwork. In the matter of picturesqueness, the last word was said; in the arrangement of the seats, nothing was left undone; in the decoration of the site no trouble was spared, and the picture, upon the arrival of Their Royal Highnesses, was one that will never fade from the memories of all who witnessed it. Very large were the crowds which gathered along the line of route from Government House to witness the progress of the Royal pair; frequent were the cheers which told of the loyalty of the natives. Apparently the whole galaxy of Bombay officialdom was present at the ceremony, which was all the more historic from the fact that it was the Prince's father (then Prince of Wales) who laid the foundation stone of the first Dock undertaken by the Trustees thirty years ago.

THE NEW ALEXANDRA DOCK.

THE work that is being carried out will very materially affect the welfare of Bombay, and will give it yet one more claim to its proved title. In 1870-71, the steam shipping that entered the port was 327,194 tons the sailing being 372,524 tons. In 1902-3 this had increased to 2,641,354 tons, steam, while the sailing tonnage had almost disappeared the record being 66, yet giving a net increase of tonnage of 1,941,702. Turning to the revenue one finds a steady annual increase from Rs. 14,97,000, the average of the five years ending 1877-8 to the estimated amount of Rs. 64,00,000 in 1903-4. This in 1902-3 Bombay, with £(Rx.) 111,728,494 as the total value of port trade, ranks third in the ports of the British possessions, London being first with £262,164,300 and Liverpool second with £237,390,518, and the figures for Bombay are exclusive of Government Stores and Treasure. With this increase in trade it is interesting to look back upon the progress made in the docks. In 1870, the Sassoon Dock was the only one in existence, its area being 3 1-2 acres with a depth at mean high water of 19 feet 6 inches and a quayage of 1,758 lineal feet. In 1903, this had been increased from time to time until the total also comprised the Prince's Dock with an area of 30 acres, a depth of 26 feet 6 inches and a quayage of (inside) 5,960 feet and (outside) 950 feet as well as the Victoria Dock with an area of 24 acres, depth of 28 feet six inches, and quayage of (inside) 7,425 feet and (outside) 380 feet, and also the Merewether Dry Dock 525 feet in length and 26 feet 6 inches deep. Thus the wet docks have an area of 57 1/2 acres and a total quayage of 16,473 feet. The dock now under course of erection will add an area of 49·52 acres with a depth of 35 feet six inches and extra quayage of 9,883 feeet (inside) and 2,608 feet (outside), while the new dry dock will be 1,000 feet in length with a depth of 33 feet six inches. Such an improvement will make the Port of Bombay one of the finest in the world bringing it much more nearly equal to Liverpool.

The greater part of the work done up to the present time has been of a merely a temporary nature. The vast quantities of rough material, brought from Elephanta, where quarries are at work under Mr. Lance, is being used solely for the building of dams which will be three in number connecting with each other. When these are constructed the water enclosed by them will be pumped out and the actual dock building commenced. This will consist of building out for 1032 feet from the end of Ballard Pier. Here the side of the bunder extends into a pier to carry the railway line alongside the mooring for mail steamers. The outer side of this pier, which will be 300 feet wide, extends at an angle of 40 degrees to the mainland to a point, where it meets the southern wall of the new wet dock jutting out from the mainland where the Standard Oil Co.'s, installation now stands.

This bunder will be by far the largest in the docks for in addition to the block area thus enclosed it will extend along the shore to join the Mody Bunder from the sea end of which will be carried southwards the pier, 400 feet wide, which will end in a V with a face 1,100 feet long, parallel with the continuation of the mail quay so forming the gates to the new wet dock, the dry dock lying parallel to the gate passage in the new large bunder. Jutting out from the centre of Mody Bunder in a southerly direction will be a pier 1450 feet long by 400 feet wide making the new wet dock into a large U. and so providing extra quayage. The end of this pier will approximately coincide with the centre of the Royal Dutch Co.'s bulk oil installation. To sum up this portion of the work the extension of the Pier will afford wharfage for vessels drawing up to 17 feet and the reclamation which is to be effected with material excavated from the new docks has an area of 33·17 acres affording extensive space for the storage of goods as well as for the baggage sheds, Custom House and waiting rooms while it will also carry the new line for bringing up the G. I. P. and B. B. and C. I. mails. In order to accommodate the firewood, coal and stone trades, now at Mody Bay two jetties are to be constructed at Mazagon. The main one is to be 1,725 feet in length and 500 feet wide, while the two will afford 5,805 feet of wharf with a depth of water ranging from 8 to 13 3/4 feet as compared with 9 1/2 feet at the Mody Bay wharves.

The increase of the dock accommodation necessarily calls for an increase in the supply of mechanical power. This is chiefly in the form of hydraulic cranes worked by the Victoria Dock Engine of 230 I. H. P., the Prince's Dock Engine of 125 I. H. P. and the Prince's auxiliary of 30 I. H. P. These are now worked at full pressure leaving no reserve and the improvements include the erection of a new engine house at the west end of the Carnac basin for a new engine of 300 I. H. P. by Messrs. Armstrong Whitworth and Co. The house is designed to accommodate a duplicate engine of the same type for the hydraulic cranes and machinery in the new docks. The deepening of the South channel is also an important part of the work which has been in progress for some years. It is designed to increase the scour and save the annual cost of dredgning the silt deposited during the monsoon in the Dock entrance.

According to the terms of the contract the contractors Messrs. Price, Wills and Reeves are expected to fully complete all the works before the expiry of the year 1912, and on the docks being finished, they will rank among the best and finest in the world.

How far they will affect the private buildings on the eastern portion of Frere Road cannot be definitely ascertained at this juncture, but it seems very probable that some of the buildings will be absorbed by the Dock scheme at no distant date. Credit for this gigantic undertaking devolves on the Hon. Mr. W. C. Hughes, Chairman of the Bombay Port Trust; Mr. P. J. Messent, Port Trust Engineer; and Mr. L. H. Savile, the Resident Engineer at the works.

THE VISITORS.

On the site of the new dock a handsome dais with a classic-roof supported by eight columns of eastern design had been erected. From this a dozen steps led down to a platform whereon was displayed the splendid silver casket containing the Address which was presented to the Prince.

About the dais were seated most of the high officials of Bombay Society, the invitations including.

The following were present on the dais:—H E Rear-Admiral Poe, C V O, and Mrs Poe, Flag Captain D L B Nicholson, Sir Lawrence Jenkins, K C I E, and Lady Jenkins, the Hon Mr Fulton C S I, the Hon Mr Muir Mackenzie, and Mrs Muir Mackenzie, Sir Archibald Hunter, K C B, Major G W Rawlins, the Hon Mr Justice B Tyabjee, the Hon Mr Justice Batty, the Hon Mr Justice Batchelor, the Hon Mr Justice Aston and Mrs Aston, the Hon Mr Justice Chandawarkar, and Mrs Chandawarkar, the Hon Mr Justice Russell and Mrs Russell, the Hon Mr S W Edgerley C I E, Mr W W Drew I C S, and Mrs Drew, the Hon Mr J S Jenkins I C S, Major-General Richardson and Mrs Richardson, Lieut H W Gordon A D C, Surgeon-General J P Greany, the Hon Sir P M Mehta, the Hon Mr Parekh, the Hon Mr I Rahimtoola, the Hon Mr Khan the Hon Mr Khare, the Hon Mr Dikshit, the Hon Mr Setalwad, the Hon Mr Vithaldas, the Hon Mr Chichgar, the Hon Mr Giles, the Hon Mr Bhandarkar, the Hon M L Crawford, the Hon Mr G O Dunn, and Mrs Dunn, Mr Yakub Shaik Ismail, the Hon Mr Basil Scott, the Chief of Inchalkaranji, the Hon Mr Hughes, and Mrs Hughes, the Hon Mr Armstrong, and Mrs Armstrong, Captain Hewett and Mrs Hewett, Mr P R Cadell, Mr Monteath, Mr Ritchie, Mr Gamadia, Mr A Procter and Mrs Procter, Mr H G Gell, Captain H S Black, Mr Vijbucandas Atmaram Mr Bickel and Mrs Bickel, Mr Currimbhoy Ibrahim, Mr J S Brown, and Mr Messent, Mr J Dwarkadas, Mr H E Hart, Mr J Tyer Mr C M Hanson, and others.

THE TRUST'S ADDRESS.

On the arrival of Their Royal Highnesses who were met by H. E. the Governor, the band of the Bombay Volunteer Rifles struck up the National Anthem, all present standing. The Prince then inspected the Guard of Honour, composed of members of the Bombay Volunteer Rifles, the Princess being meanwhile presented with a bouquet by Mrs. Hughes. The Prince and Princess then strolled down to take a glimse of the excavations for the new dock and on their return to the dais the reading of the Address was proceded with. Mr. Hughes, C.I.E., Chairman of the Bombay Port Trust, had the honour of reading this interesting document, which ran as follows :—

THE ADDRESS.

May it please your Royal Highness,—We, the Trustees of the Port of Bombay, respectfully desire to tender to your Royal Highness and to her Royal Highness the Princess of Wales our grateful thanks for the honour conferred upon us by your presence here this evening.

We recall that it is now thirty years since His Majesty the King-Emperor, then Prince of Wales, laid the foundation stone of the first Wet Dock undertaken by the Trustees.

At that time the total value of the Sea-borne Trade of Bombay was 45 million pounds sterling; it is now 98 millions. The tonnage of the shipping entering the Port was then 1 1/2 million tons; it is now 3 3/4 million tons. Then the Port Trust was in its infancy; it owned only part of the foreshore and possessed a revenue of but £131,000. Now it owns practically the whole harbour frontage, including a large landed estate, and its revenues aggregate £450,000 per annum.

These figures mark an immense advance and Trade has so grown as to require largely increased accommodation. This will be afforded by the great undertaking now to be so auspiciously inaugurated. The New Docks are designed for the largest ships so as to provide adequately for future requirements, both Naval and Commercial, the standards adopted being —length 1,000 feet, beam 100 feet and draft 35 feet. They are part of a scheme of general improvements involving a total expenditure of about 3 millions sterling.

We have, for some years past, carefully husbanded our resources without impairing the reputation of the Port as one of the cheapest in the world, and we take a pride in anticipating that we shall be able to carry out this great project without its being necessary to make any increase in the charges on Trade.

We would now respectfully ask your Royal Highness to proceed with the ceremony of laying the foundation stone of the New Wet Dock, which is to be called the Alexandra Dock to commemorate the name of Her Most Gracious Majesty the Queen. In doing so we beg your Royal Highness will be graciously pleased to accept the casket, made in the Bombay School of Art, containing this address and a copy of the plans as a memento of this auspicious occasion.

W. C. HUGHES, C.I.E., Chairman.
VIJBHUCANDAS ATMARAM. G. H. HEWETT.
NAVROJEE JEHANGIR GAMADIA. C. H. ARMSTRONG.
F. RITCHIE. J. S. BROWN.
H. E. E. PROCTER. F. W. BICKEL.
CURRIMBHOY EBRAHIM. W. D. SHEPPARD.
P. R. CADELL.
R. G. MONTEATH.

THE CASKET.

The casket containing the address was designed and modelled by Mr. Cecil Burns and was carried out in silver and enamels by the workmen and apprentices in the Reay Art Workshops of the School of Art, Bombay.

In general style, the whole work is English renaissance of the later Jacobean period, the body of the casket having the boldly projecting mouldings and concave sides typical of that style, as well as the modelled figures of mermaids which support its four corners. The upper mouldings are plain, but the lower are enriched with a relief pattern of shells connected by loops of pearls, beneath which are narrow panels of a bluish green enamel.

The shape of the casket is oblong, and the longer concave sides between the upper and lower mouldings contain 4 ivory panels, painted by the designer giving views of Bombay in 1611, 1711, 1811 respectively, materials for which have been obtained from old prints and descriptions, and for the 4th panel a view of the City as it will appear in 1911, when the new docks are completed. These panels are placed in pairs two upon each side of the casket and each pair is separated by a shield bearing the following inscription :—

PRESENTED BY THE TRUSTEES OF THE PORT OF BOMBAY TO H. R. H. GEORGE FREDERICK PRINCE OF WALES, ON THE OCCASION OF HIS LAYING THE FOUNDATION STONE OF THE ALEXANDRA DOCK, BOMBAY, 13TH NOVEMBER 1905.

The Arms of His Royal Highness the Prince of Wales and the Bombay Port Trust hammered in high relief, decorate, respectively, each of the shorter sides or ends.

The casket stands upon a curved projecting base, at each of the four corners of which is a winged sea-horse amidst breaking waves. These form the feet upon which the whole work stands, and connect the lower outlines of the base, which consist of a series of long curves, rising, from the corners to the centres of each side, where they are broken by shield-shaped features decorated with sea-urchins, and a single shell.

The whole casket and base, while serving the practical purpose of a receptacle for the illuminated address, also forms a pedestal for what is the principal feature of the whole design. This consists of a model of a ship of the reign of King Charles II—the time when Bombay was acquired by the British Crown from the Portuguese. Although no drawing or model of the actual ship which conveyed Sir Abraham Shipman from England to take over the new possession is known to exist at the present time, yet many pictures and models of other vessels are available, and these have been consulted, and with a view to making the model upon the casket as typical a representative of a vessel of that period, both in general outlines and details, as the exigencies and limitations of the material in which it is constructed; namely, silver and enamel, will allow.

Silver models of this character were much in vogue during the reigns of the later Stuarts as table ornaments upon State occasions, and some fine specimens have come down to the present time. The possibility of its subsequent use for a similar purpose, in addition to the immediate one it serves, influenced the artist in designing, and induced the Trustees to approve a casket of this type when the design for a suitable and appropriate memorial marking so memorable an occasion in the history of Bombay was under consideration.

The holder for the Bouquet presented to Her Royal Highness the Princess of Wales was of gold filigree work jewelled in rubies and sapphires and was designed and made by Messrs. Bhicajee & Co. of Bombay.

The address presented by the Chairman and Trustees of the Port of Bombay had been engrossed upon three sheets of vellum, each of which had been decorated with borders and capitals in colour of a differ-

ent design, while the title page contained the Arms of H.R.H. the Prince of Wales, supported at its four corners by the Stars of the Orders of the Garter, the Thistle, the Star of India, and the Indian Empire. The style of the greater number of the sheets was based upon that found in the Illuminated Missals of the 13th and 14th Centuries, but some were ornamented with designs founded upon flowers common to Bombay.

The sheets were bound in covers of ruby leather embossed upon its front with the Arms of the Prince in high relief, while the Arms of the Bombay Port Trust were worked in a similar manner upon the back. The edges of the binding were protected by hammered silver borders, and the lining was of white kid. The whole work was designed and carried out under the supervision of Mr. Cecil Burns, Principal of the School of Art Bombay; the illumination being the work of Sister Mary Chionis, of the St. Peter's High School for Girls at Khandala, and the embossed leather the work of Mr. Parandeker, a student at the School of Art.

THE PRINCE'S REPLY.

The Prince read his reply to the Trust's address in a clear voice, which however could not be heard by most of those present owing to the seats being mostly at a considerable distance from the dais.

After the plan of the new Dock had been signed by the Prince of Wales, and the foundation stone had been declared to be duly laid, His Royal Highness made the following reply to the Address of the Port Trustees :—

"Gentlemen. The Princess of Wales and I are much pleased to be present here to lay the foundation stone of this new Dock, which I understand is to be one of the largest in the world, and we heartily wish all success to the great enterprise with which we are now associated.

"It is a further development of the scheme so wisely initiated by Sir Seymour Fitzgerald and Lord Mayo in the constitution of a Port Trust, more than 36 years ago.

"There is to us an additional satisfaction in performing this ceremony when we remember that the King-Emperor, on the occasion of his visit to Bombay in 1875, laid the foundation stone of your first great Dock, which has since been known as the "Prince's Dock."

"I congratulate the City of Bombay upon the almost unprecedented increase in her sea-borne trade since that time.

"As a sailor I am especially interested to hear that this new Dock is designed to meet not only the requirements of the Mercantile Marine, but also of the Royal Navy and will be able to accommodate the largest of our modern battleships. You, Mr. Chairman, and your co-Trustees, are to be complimented on your far-seeing policy. For, profiting by past experiences, you have determined that the work which we now inaugurate shall not be calculated for present demands alone, but be sufficient to meet all possible needs and development of commerce for many years to come. The fact that the suggestion of the Board of Admiralty to increase the width of the entrance of the new Wet and Dry Docks from 90 to 100 feet was readily complied with is, indeed, a proof that a spirit of patriotism inspires the administration of the Trustees.

"I am glad to know that your resources are such that there is no anticipation of this enlargement of the Port facilities increasing the charges levied upon Trade.

"The decision that the name of this extension to the Prince's and Victoria Docks shall be the "Alexandra Dock" will, I am sure, be most gratifying to my dear mother.

"I thank you sincerely for the cordial reception which you have given to the Princess and myself and for the beautiful and artistic Casket containing the Address, which we shall greatly value as a specimen of the work of the School of Art of your City."

There was little delay in proceeding with the actual laying of the stone, a silver handle having been provided by turning which His Royal Highness caused the block to descend into the excavation, after which the Prince declared the stone "well and truly laid," the ceremony being consummated by the hearty cheers of the spectators. On leaving the ground Their Royal Highnesses drove to the Yacht Club.

VISIT TO THE YACHT CLUB.

At the conclusion of the ceremony at the new dock works Their Royal Highnesses drove direct to the Royal Bombay Yacht Club to tea, during which the band of the Prince of Wales's Own Hussars played a selection of music. They were received by the Hon'ble Mr. Hughes, Vice-President and the Honorary Secretary, Mr. Walter Lang and shown over the Club House. After tea on the lawn their Royal Highnesses joined in the promenade and left after an hour's stay.

THE BYCULLA CLUB BALL.

The Ball at the Byculla Club last evening was one of the most successful of all the functions arranged for the Royal Visit to Bombay. The whole building had been prettily illuminated and long before the arrival of the Royal Pair with their suite and escort a long stream of carriages, bearing those who had come both to witness the scene and to enjoy the dancing, transformed the quiet compound until it more closely resembled the approach to a popular theatre at home. Inside the corridor the ball room and the supper room had been exceedingly tastefully decorated and the combination of the pretty dresses of the ladies and the resplendent uniforms of the naval, military and diplomatic members and guests of the Club combined to make as charming a scene as their Royal Highnesses could well desire to see during the whole of their tour of the Empire.

They arrived at half past ten escorted by a very smart detachment of the 33rd (Q. O.) Cavalry. In the compound was a Guard of Honour furnished by the 2nd Battalion of the Connaught Rangers with the King's Colour while the regimental band which was also in attendance struck up the National Anthem as the Royal Party arrived.

Their Royal Highnesses who were received by Mr. Leslie Crawford, the chairmen, Dr. Deane, the Honorary Secretary and other officials of the Club remained for about and hour during which time they walked most gracefully with many of those present. They left shortly after half past eleven and were escorted back to Government House. The ball finished at a late hour after an exceedingly enjoyable evening had been spent.

Last night, only the P. and O. Co's mail steamer Oriental, which is anchored opposite the Custom House, in the harbour decorated with electric lights throughout the vessel. It looked a pretty sight from the shore.

THE PRINCESS AT THE HOSPITALS.

On Sunday afternoon her Royal Highness the Princess of Wales drove through the grounds of the Cama and Allbless Hospitals. Although her Royal Highness did not leave her carriage she stopped, first at the Cama Hospital, where she expressed her admiration of the exterior of the building and also regret at not having been able to come on Saturday, when everything was in readiness.

Her Royal Highness then drove to the Allbless Hospital and saw two or three babies, who were carried by the nurses, enquiring as to the age of one. The nurse said it was Japanese and five days old. Surely very young to have had the honour of being presented to her Royal Highness. The number of patients and nurses was also asked and the information was supplied by Dr. Awabai Mehta, the lady, who is at present acting second Physician. Her Royal Highness then drove away en route to the Cathedral.

TO-DAY'S ARRANGEMENTS.

To-day His Royal Highness will receive the lesser Chiefs. Later the Royal Party were to drive to the Prince's Dock and proceed at 3 p.m. in the Port Trust steam-launch "Rose," Captain R. J. Deane, in charge to Elephanta to inspect the caves. The "Rose" would have been accompanied by two steam launches, one from the Port Trust and one of Messrs. Price, Wills and Reeves, while the Police launch will also be in attendance. But the trip has been abandoned. The Royal visitors dine quietly on H. M. S. Renown. At 9-15 the fire- work display will commence and afterwards Their Royal Highnesses will return to land and will drive thorugh the streets to see the illuminations departing from Bombay from Grant Road Station. In addition to the naval ships in the harbour, the P. and O. "Oriental," the R.I.M. "Dufferin," the B.I. "Kasara," Portuguese cruiser "San Gabriel" and the Port Trust boats will be illuminated, with, no doubt, many of the smaller vessels.

ST. JOHN AMBULANCE STATIONS.

The "Stations for First Aid" to-night will be located from 6·30 to 10·30 p.m. as follows :—The Apollo Bunder on the vacant ground opposite the Yacht Club Chambers. The Crescent site opposite the Elphinstone College. The Floral Fountain G.I.P.R. Terminus front Court. Head Police Office Compound St. Xavier's College. Pydhonie Police Office

PROGRESS IN BHOWNAGAR.

CONGRATULATORY ADDRESS TO THE MAHARAJA.

On Sunday evening in the Mangaldas House, Girgaum, the Bhownagar subjects residing in Bombay presented his Highness the Maharaja of Bhownagar with a congratulatory address on the occasion of his first visit to this city after his receiving the honour of K. C. S. I. For the occasion the spacious hall of the Mangaldas House was thronged with the members of his Highness prominent citizens in the city, including several Parsees. His Highness drove to the Mangaldas House, accompanied by Kuvar Shree Mangalsingji, His Highness' brother; Mr. Prabhushanker Patni, the Diwan; and Mr Jehangir C. Clubwalla, the Political Agent for Bombay. At the they were received by Mr. Lalubhai Samaldas, Mr. Tribhvandas Mangaldas and many others. His Highness was heartily welcomed and Mr. Lalubhai Samaldas read an address in Gujrati to be presented to his Highness, which was full of loyal sentiments and expressed an appreciation of the administrative work of the Bhownagar State and its head, who had redeemed his pledge given on the day of his installation in February of 1896 by striving to add to the peace and prosperity of his subjects who were happy and contented under his benign rule. A graceful tribute was paid to his Highness and his able Dewan, Mr. Prabhashankar Pattni for the great promptitude and vigour with which his Highness' Government combated plague and famine and took large hearted measures for the mitigation of the distress prevailing among the poor of his people. His Highness had been kind and generous to his grateful subjects. A reference was made to the educational and other progress made in the province under the fostering care of his Highness who was striving to follow in the foot-steps of his noble father. It also referred to the loyal services rendered by his Highness to the British Government during the late Transvaal War and also referred to the pleasant relations existing between the rulers of the State and the paramount power from the very commencement of the British rule in India.

Mr. L. Samaldas encased the address in a beautiful silver casket and presented it to his Highness amidst a burst of applause.

His Highness accepted the address, thanking those present for the welcome given him, He also thanked them for their approbation of his administration, He had done what he could, he said, to make his subjects happy and prosperous and had been striving to advance their moral and material happiness and had found his reward in the consciousness of the good work that he was able to do. But he was glad that they came forward to testify their approoval of the work that he had been called upon to perform as a ruler. By the cruel irony of fate it was sometime found impossible to redeem the pledge given in the first flush of youth in consequense of unforseen obstacles, but he had considered and would always consider that in the contentment and happiness of his subjects there la the properity of the State and in the love of the people was the richest treasure of a Prince. He thanked them for congratulating him upon his endeavours to follow in his father's footsteps. His late revered father had placed the State on a pinnacle of fame and he took not only pride in following his noble example, but he considered it a pious duty act up to it. He always recognized the right of equality among men, which was an important dictum of the Aryan religion. Patriotism and the love of God were the principal virtues of the Indians, who considered it a part of their religion to be loyal to their rulers and the spontaneous outburst of loyalty and devotion with which they greeted the arrivals of their Royal Highnesses, the Prince and Princess of Wales was a fresh example of this noble attribute of loyalty among the natives of this country. (Loud and prolonged cheers.) It was to the benefit of all India, that she should remain loyal to the Throne of England, and he hoped that every native Prince would try to secure the friendship of the Royal House and thus strengthen his own security. He enjoined his hearers to be always firm and loyal to the British Raj.

After the singing of poems, specially composed in honour of his Highness, the proceedings terminated.

LOYAL NATIVE CHRISTIANS.

Under the auspices of the Indian Christian Association, a public meeting of the Bombay Protestant Indian Christians was held on Saturday evening, to commemorate the Royal visit to Bombay. The Rev. Baba Padmanji presided. After singing an appropriate hymn, the Rev. M. B. Nikambe offered prayer.

The Secretary explained the object of the meeting, whereupon the chairman called upon Prof. Welinkar to speak. After dwelling on the spontaneous outburst of joy of the populace on this occasion, he turned to the lessons the Indian Christians have to learn emphasising the past that it was necessary to live up to the ideal of loyal citizenship. He warned the members of the community against the temptation of indulging in unreasonable and carping criticism against Government. The Rev G. R. Navalkar, the patron of the Association, sent a written speech which was read by Miss Navalkar. Its purport was to show that British Imperialism in India was on the whole swayed by high and humanitarian principles. Indian Christians, he wrote, had every reason to exhibit fidelity and loyalty to the English Crown. Since they had no objection to accept a foreign religion and a foreign civilization, they had no objection to submit to foreign yoke if Providence had imposed it on them. The Englishman by his continuous practical interest in this country had shown himself to have a right to be considered by Indians as a patrons and leader. Mr. Navalkar called upon the Indian Christians to prove themselves loyal to the core.

Marathi speeches by the Rev. T. Nathoji and the Rev. S. B. Lothekar and a Hindustani speech by the Rev. I. Baksh dwelt on the peculiar position of Indian Christians in the Empire; how toleration enabled them to accept Christianity and how, like salt, that small community was expected to exercise a preservative influence on the country. It was also pointed out that in trouble some times like the Mutiny, the Indian Christians sealed their loyalty with their blood.

At this stage, the following telegram was sent to the Private Secretary to H. E. the Governor: "Protestant Indian Christians assembled in public meeting send their most loyal greetings to their Royal Highnesses. Please convey."

The Rev. D. L. Joshi one of the Secretaries then announced, that since the Association itself was a memorial of the Diamon Jubilee of Queen Victoria, the committee and the general body of members had thought it fit to commemorate the present occasion by starting a scholarship fund for the higher education of young Indian Christian men and women. He called upon the members of the community to make the scheme effective by vigorous efforts. The Rev. Baba Padmanji, the venerable Chairman of the evening, in an appropriate speech, summed up the different and higher lessons the community could learn from this auspicious occasion.

After a vote of thanks to the Chairman by Mr. P. S. Kukde, the proceedings came to a close by singing the National Anthem and the pronouncing of the Benediction by the Chairman.

FESTIVITIES AT JAIL ROAD.

An evening Entertainment was given on Sunday evening at Jail Road Agakhan's Chawl by Mr. Jaffer Cassam Mussa on behalf of His Highness Sir Aga khan G.C.I.E. to his Highness' principal tenants in honour of the visit of Their Royal Highnesses the Prince and the Princess of Wales. In response to the invitation issued for the purpose a number of European, Parsi, Hindu, Mohmedan, and Khoja tenants were present on the occasion. The entertainment-hall was tastefully decorated with flowers and bunting. In wishing long life and prosperity to Their Royal Highnesses the Prince and the Princess of Wales. Mr. Jaffer Cassam Mussa described the benefits that would accrue to India through the Royal Visit and hoped that on their return home, Their Royal Highnesses the Prince and Princess of Wales would be able to convey to His Majesty the King-Emperor the deep sense of loyalty and devotion to the British Throne manifested by the Indian people.

Mr. Narotomdas Chhabildas, on behalf of the tenants of His Highness heartily thanked Mr. Jaffer Cassam Mussa for the kind treatment always given by him to His Highness' tenants. The guests then partook of the refreshments which were provided, and three cheers to Their Royal Highnesses the Prince and the Princess of Wales and to His Highness Sir Agakhan terminated the proceedings of the evening.

A NATIVE OPINION.

The "Hindu" commenting on the arrival on Thursday says :—The speech in which his Royal Highness acknowledged the loyalty of the citizens of the first City of the Indian Empire is a majestic and noble deliverance, in every way worthy of the Prince who uttered it. It becomes the Heir to the august British Throne, and has many just and generous sentiments in relation to the Indian subjects of his Majesty. What more can the people of this great country hope to have for themselves than the "loving interest" of the present and the future Emperor? His Royal Highness does not conceal the anxious desire of himself and of his Royal Consort to "win the sympathy and good will of the people of India," as a precious result of the voyage that has been undertaken. That sympathy and good-will, must indeed have been amply demonstrated at the very gate of India which they entered yesterday and as the Royal Tour progresses the feeling is apt to receive stronger and stronger demonstration. We confidently assure the Royal visitors that their hope and their desire in this regard is bound to meet with the fullest realisation. We look forward with anxious interest to the realisation of their next hope to gain an insight into Indian affairs. They hope to carry home with them not only a warm sympathy and affection for the people of India, but an increased and abiding interest in India's wants and problems and an acquaintance with the various classes, official and non-official British and Indian, which under God's providence are labouring to one end, the well-being of India and the happiness of her peoples. It will be the fervent prayer of every true Indian that the future Emperor of India carries home with him impressions of the real and actual India, the India of the Indians. It was gracious on the part of the Prince to have wished God speed to the Chairman of the Bombay Corporation and all those who were working with him for the welfare of the City of Bombay. It was a generous solicitude shown by his Royal Highness to refer to the trials and the achievements of those who have labourd to bring about that welfare I can imagine no nobler work than the endeavour of the individual to do something for his town. These words uttered before one who has made it his great mission in life to work for his town and the magnitude and value of whose work in this behalf has been graciously recognised and appreciated by the H. M, King-Emperor himself—we refer to the Hon'ble Sir P. M. Mehta must indeed have caused a great glow of satisfaction in his mind.

A Bengali paper published in Calcutta recently stated that "when the Prince of Wales arrives in Bombay all India will make her first 'congo' to her future King and Queen"—an amusing instance of a little knowledge being a dangerous thing. "Make Salaam," is a Swadeshi expression; but this was not good enough for our contemporary, which must needs use a wholly inappropriate French word.

A GENTLE HINT.

(FROM OUR CORRESPONDENT.)

BHIWNDI, Nov. 12.

The Anjuman Moinull Islam of Bhiwndi wires as follows :—

"If any one of the King's Amirs rich gentlemen in India will erect a bridge on the Khadi between Kolset and Kaseli near Bhiwndi District Thana in memorial of his Highness the Prince of Wales, he will be deserved to take blessings by his noble act of giving bread to thousands of poor and miserable persons."

THE PRINCE'S LEVEE.

The following gentlemen were unavoidably prevented from attending His Royal Highness the Prince of Wales' Levee on Friday :—Mr. M. N. Wadia, Mr. H. Heberbin, Captain P. L. Grove, The Chief of Ichalkaranji, Revd. J. E. Abbott, Asst. Surgeon J. M. Mistri, Brigadier General S. Monro Mr. A. N. Dabholker, Mr. Ebelabai Jugjiwandas, Mr. V. Radinisky, Nawabzada S. Jamakhanji, Mr. Alfred Mull, Mr. J. B. Macfadyen, Mr. A. Cameron and Mr. Cowasjee D. Rustomjee.

LORD CURZON AND BENGAL MAHOMEDANS.

(FROM OUR CORRESPONDENT.)

SIMLA, Nov. 13.

The following telegram has been received by the Private Secretary to the Viceroy, Agra, from Nawab Syed Ameer Hosain, Calcutta :—

At the meeting of representative leaders of the Mahomedan community held at my house, this day, it was unanimously resolved to send the following telegram to his Excellency on the eve of his Excellency's departure from India, and at the close of his brilliant seven years' Viceroyalty. The Mahomedans of Calcutta and the Mofussil desires to give final expression to their appreciation of his Excellency's wise and just administration and to their profound regret at the loss of so sympathetic a ruler. There are many measures nearly affecting the Mahomedan community which will always be associated with his Excellency's name in the midst of the Mussulmans of India. The community will remember with feelings of gratitude towards his Excellency the preservation of the land marks of their history, the restoration of their mosques, the formation of the Chiefs colleges, the incouragement given to Islamic research and the ively personal interest which his Excellency has always shown in all that concerns their welfare and education. This debt of gratitude the Mohammedans feel they can only repay to the extent of assuring his Excellency that they will make it their duty to carry forward the schemes to which he has given impulse and to keep ever in their minds the high ideal, he has set before them. They will follow with interest his Excellency's career in England, which they feel confident will be a brilliant one.

"They now wish his Excelleney and Lady Curzon, a hearty Godspeed and pray for their Excellencies long lives and prosperity."

The following reply has been sent by the Private Secretary to his Viceroy to the Nawab. :—

"The Viceroy desires me to acknowledge with sincere gratitude the parting message from the leaders of the Mahomedan community in Calcutta, and the Bengal Mofussil transmitted by you. One of his greatest consolations in leaving India is the consciousness that the Mussalman community regard him with such warm sentiments and feel that they have profited under his administration. His Excellency is grateful for the loyal support which they have always tendered to him, and asks me to express his own feelings of sympathy and respect."

ACCIDENT TO A GERMAN LLOYD LINER.

(FROM OUR CORRESPONDENT.)

COLOMBO, Nov. 13.

The "Times of Ceylon" special correspondent at Hongkong says :—The German Lloyd steamer Prinz Regent Luitpold went ashore yesterday at Woosang, but was successfully refloated.

FINANCE AND COMMERCE.

Troublesome Pay Day.

RAND VALUES.

TRAMWAY CONSTRUCTION IN LONDON.

LONDON, Oct. 27.

These are early days for end-of-the-year troubles to begin. Yet Stock Exchange operators are said to be in difficulties in several of the markets, and the Kaffir Circus in particular is indicated as domiciling several accounts that may give the Official Assignees fresh work. It is a singular thing that while we are assured every fortnight that the position in Kaffirs becomes more and more weighty on the bear tack, there should, nevertheless, be a periodical unveiling of stale bull commitments which gives rise to alarums and distresses. Trouble in the Stock Exchange is never so innocuous as when it has been thoroughly gossiped about for several days in advance, because the expected so rarely happens. The fall in Rhodesians, which commenced with liberal offering of Banket shares, will hit hard many speculators who declined to heed the warning notes raised against this department. It is no laughing matter when shares in such a concern are permitted to remain active speculating counters for just so long as its suits the wire-pullers to keep gamble going.

The account now closing has been anything but a brilliant affair. Kaffir values have suffered from a variety of adverse factors, not the least of which was a stream of liquidation from the Continent and the Cape. The American depression was also reflected in an all round drop of prieces, and a further cause of trouble was the uncertainty with regard to the official rate of discount. Luckily, the general tone improved a few days ago, and quotations on balance are now above the worst. As it is, however, the make-up of South Africans is usually below the levels of a fortnight ago, and Crown Reefs, Ferreiras, and Modders are from 3-8 to 3-4 below the comparison. East Rand Extensions have also receded 11-16 on balance, and Barnetys and Johnnies are lower by reason of adverse criticism of the amalgamation. Jubilees and Jumpers, on the other hand, have appreciated in value, and Comets, with Wemmers, show a slight advance. Gold Fields are only a shade under the comparison, while in the diamond group Laces and Montroe, with Premiers and Frank Smiths, have all gone off. Chartered make up with a loss of 3-16 on the rumours of an impending fresh issue. Westralians make up unevenly for while Associated, Great Fingalls and Cosmopolitans are lower, Great Boulders, Lake views, Orovas, and Kalgurlis reveal advances Broken Hill descriptions are appreciably better, and Sulphide Corporations display a gain of 3s., Zinc Corporations being quoted at 1 11-16. After a quiet fortnight, West Africans are undecided in tendency, though in the American group Esperazas, after a lively time, show a loss of 3-4 on balance, and El Oros make up with 3-32 to the bad.

Canadian Pacifics have suffered with Americans, and Grand Tranks make up with fractional losses. Foreign Rails, on the other hand, have been lively throughout the account, and in several instances the improvement on balance is marked. United of Havana are no less than 10 points to the good on the improved prospects of that system, and Antofagastas stand at 216, or 6 points above the comparison. Argentine Great Westerns have appreciated 5 1-2, and Bombay Barodas have risen 3 points on the terms of purchase by the Indian Government. Other lines have also received attention, and the result contrasts favourably with certain other sections of the House. Foreign securities have been adversely affected by the prospect of the Russian loan, and International bonds are featureless, Japanese and Russian issues also sag, and, with hardly an exception the department is dull on balance. Hudson's Bays make the best show among Miscellaneous descriptions, being £3 to the good. Peking Syndicates, however, are unchanged, and Shaniis have drooped. Coats are a shade lower, in spite of recent purchases, and Allsopps are distinctly weaker. Generally, however, the changes are insignificant, and the make-up in that market is uninteresting.

Two classes of people at least will be directly interested financially in the great electric tramway schemes now proposed by the London County Council—namely, contractors and manufacturers, and all who are concerned in seeing the flotation of large new County Council loans. In the coming session of Parliament the council will revive their bil (which was rejected last summer) for a Thames Embankment tramway, and will seek authority to construct eight miles of new lines, at an estimated cost of £614,000. Street widenings required for these lines will cost the Council £200,000 in addition. Then there is the great scheme of electrifying the northern tramway system, which will be commenced as soon as possession is obtained of the horse lines of the North Metropolitan Tramways Company. A second section of the Greenwich power station will have to be built for this scheme, at a cost of £400,000. As the tramway work and street widenings will cost about four and a-half millions, there is a total prospective outlay for this northern scheme of five millions. The total tramway expenditure of the Council, when all the work is completed, will be about twelve millions. It is plain that for the five-million scheme alone (for which Parliamentary powers already exist), there will be an immense amount of work during the next two or three years for the contractors.

In a highly interesting article on this subject the Special Commissioner of the "Economist" says : "It is an article of faith to assume that all these (the unproved outcrops East and West, and the deeper mines of the Central Rand) are highly payable; that their ore contents are regular in value, and that they are worth, on the average, about two million pounds per mine. If a person like myself, somewhat lacking in the gambling sense, points out that this empiric method of valuation is not justifiable, even where the Rand is concerned; that that field is full of poor patches of ore, occurring in the most unaccountable localities; that its past results have been secured by working the richest mines; and by picking out the best ore in these mines, that further cash is required for bringing all these mines to the producing stage, to the extent of about £26,000,000, and that it will be anything from four up to ten years before the bulk of these mines can produce any gold—he is looked on as eccentric and inconvenient. I must not be thought to run down the Witwatersrand. As a goldfield it is equal in value to all the other goldfields of the world. But having this splendid asset, why should we not try to get the maximum benefit therefrom? Why this insane wish to place on a sentimental and gambling basis an industry bearing the essentials of soundness? A sovereign is worth only 20s. Why should those in control of the mines represent it as being worth 25s. or 30s. After going over various details to show the ridiculous methods of calculation adopted to support the fashionable theory the writer proceeds : To put the matter briefly the Rand is over-valued, and no amount of sophistry can make the great majority of the properties there worth the prices they stand at. This is a point we have been hammering at for a long time, and it is very satisfactory to find an eminent expert stating the matter so forcibly. It is still more gratifying to believe that the public are coming round to the same view, and decline to touch Rand shares at their present prices. How long will it be before the market wakes up to these obvious facts?

PERSONAL IMPRESSIONS OF THE GERMAN SOLDIER

(Concluded from page 4.)

His ruling characteristics are dependence and docility. It is the result of a harsh and merciless wheeling into line, the effect, if not the object, of which is to suppress entirely any remains of individuality which such an officially-ridden nation might reasonably be credited with. But these traits have never been the most valuable of military qualities. Indeed, they have not infrequently been conspicuous by their absence in infantry which has performed the greatest feats in war.

There is no gainsaying the fact that the principal qualities which make for victory in the modern combat, more than ever in the past—individual resourcefulness, and the capacity to adapt ones if rapidly and without assistance to the ever-varying conditions of a fight—are not bred in the German soldier. He does not possess them. With a perfect genius for solidity and method, he knows nothing about that individual elasticity and resourcefulness which are his essential elements of success in the warfare of the present day.

It must be remembered that the German regiments, with their double company system, can afford fewer officers for the supervision of their men than we do. So the German soldier, if disposed in long, slightly-supervised lines of attack, is uncomfortable. He would instinctively yearn for the compact machinery of subjection, with its visible and audible authority, to which he has always been accustomed.

When conversing with German officers on this point they have told me that it is the impossibility of getting men of such short service and limited period of training as theirs to act with the elasticity of our long-trained British troops. This compels them to retain their denser formations. They claim, however, that their men will face the extra losses, and will "get there." That they will face whatever losses are demanded of them I fully believe, but I cannot avoid the conclusion that such heroism will only render their failure the more conspicuous and their success more useless. For it is impossible to retain any effective weight for your final rush unless you have so managed as to escape undue losses during your advance. And this the Germans, in their deep and dense formations, can never expect to do. But as the principle of the attack is at the basis of all German strategy, they rely upon counteracting this defect by the movement of superior numbers upon the enemy, and by the establishment of an enormous superiority of artillery fire to prepare and support their infantry attack.

The high standard of intelligence and professional skill of the Staff officer is a point in favour of the German army. But the ultimate effectiveness of this genius is damned by a petrified self-sufficiency which has strangled the individual unit with scientific formulæ, and reduced him to a mere automaton. This is partly due to the natural proneness to rigidity and calculated method inherent in all German officialism, and partly to an acceptance of this alternative as the only effective result achievable in so short a period of training.

Thus the inexibly-moulded German soldier could never have adjusted himself to new conditions like our own Tommy Atkins, one of the most adaptable fellows in the world, who took to new conditions in South Africa like a duck to water, bettered the tricks of his adversary, and beat him at his own game. Although what the German has absorbed of drill, discipline, and method before he enters on a war he has absorbed with a thoroughness of which no other human being is capable, his mind will never be free to improvise in war. He will abide by his learning, and what he has not learned not the fear of death will enable him to practise. The instinct of individual initiative requires early and sedulous cultivation. It will not suddenly take root and sprout on the surface of a cast-iron discipline.

Herein lies the great weakness of the German army, which no amount of effective direction can make up for. It is a weakness which is bound to tell in any severe test where it is denied the part of the steam roller, merely requiring capable mechanicians. And, frankly, if any breakdown in the machinery should result from the inherent defects which I have described, I should not, for one, feel surprised to see the engine on the scrap-heap at the end of a campaign.

RAJKUMAR OLD BOYS' GATHERING.

A Social gathering of the past and present students of the Rajkumar College was held at Hashmat Mehal, Chowpatty, on Sunday at the residence of Nawabzada Nasrulah Khan, when the following were present :—The Hon. Mr. E. M. Fulton C.S.I., H. H. the Raja of Rajpipla, H.H. the Thakor Saheb of Gondal, H.H. the Raja Saheb of Dharampore, H.H the Raja Saheb of Bansda H.H. the Thakore Saheb of Wadhwan, Thakor Saheb of Mansa, the Thakore of Amod, the Thakore of Kerwada, Mr. A.S.A. Westropp, Political Agent Surat, Captain Pottinger Mr. Machaughten, Mr. Hisketh, Mr. Mayne, Mr. Hyde. Dr. Machichan Kumar Shree Ranjitsingji, Kumar Shree Nadorsingh ji Kumar Shree Bhowsingji, Kumar Shree Narad Dawji, Kumar Shree Laxmanwalla, of Bilkha, Kumar Shree Ram Rao of Jath, Kumar Shree, Gulam Jilani of Wai, Kumar Shree Madhavrao of Miraj, Kumar Shree Veravnl of Bagasara, Kumar Shree Abdul Majid Khan of Sevannur, Kumar Shree Kamaluddin Khan of Maravadu, Kumar Shree, Umothsing of Darol, Kumar Shree Dipsing of Dhiol, Kumar Shree Vajisingbji of Rajpipla, Kumar Shree Ravingwala of Jetpur, Kumar Shree Amedkhan of Sachin, Kumar Shree Vithal Rao of Sangli, Kumar Shree Chintaman Rao of Sangli, Kumar Shree Bhanawalla of Bilkh, Kumar Shree Prakranshinji of Rajpipla, Kumar Shree Ramwala of Bagsara, Kumar Shree Pratapsighji of Lat i, Kumar Shre Kathiadwala of Jetpuri, Mr. T. J Vavi, Kumar Shree Vajuba of Lathi, Kumar Shree Vajuba of Syla, Mr K. Devetia, Nawab Mir Budruddin Huseinkhan, Mohedbhai Currimbhai Ibrahim, Faselbhai Currimbhoy Ibrahim, Syed Gulam Husein Inamdar, Saheb zadda safdar Khan of Radhanpur, Messrs. Trobhvandas Mangaldas Nathubhoy, N. N. Bose Karsandas Chibildas, Chunilal H. Setalwad, Sir Jemsetji Jejeebhoy, Sir Cawasji Jehangir, Mr. P. H. Dastur, Mr. J. P. Dastur, Mr. R. P. Taleyarkhan and Peerzada Motamian of Mangrol." A very enjoyable evening was spent and the guests dispersed at a late hour in the evening. The hall was very prettily decorated and the illuminations were excellent.

THE B. B. AND C. I. R. AGENTSHIP.

If it is true as reported from Madras that Major Shelley, now Agent of the S. I. R., will succeed Colonel Oliver as Agent of the B. B. and C. I. R. when the latter line is taken over next April. We can only say, writes "Indian Engineering," that we very heartily congratulate the B. B. and C. I. concern on obtaining the services of so able, experienced and successful a Railway Manager. Colonel Bissett, the B. B. and C. I. Chairman, is so notoriously a thorough paced R. E. that we never dreamt of his offering his job to any Civilian. We are grateful under the circumstances, therefore, if his choice has really fallen on so suitable a candidate as Major Shelley.

PASSENGERS PER S. S. R. RUBATTION.

The following is the list of passengers per Italian steamer R. RUBATTINO Capt. M. Saperiti sailing for Europe on the 15th instant :—

To Venice—Mr S H Coates.

To Naples and Genoa, Mr F A Boscolo, Miss G Campbell, Mrs A Gudice, Rev Fath r B Holland, Mr A Knegl, Rev Father F Kenneally Major and Mrs Laing and child, Mr A E Martineau, Rev Sister Laureatia, Mr McGillicuddy, Mrs M P Missin, Rev Father B Moloney, Mr and Mrs F Peliti, Mr G Piacentine, Miss Rogers, Mr F Renchetti Mr F G Wigley Rev Sister Scholastica.

An incident is reported from the Vatican which is regarded as indicating the probability of steps being taken in no very distant future for the canonisation of Pius IX. Major Fedilli, of Lima, in a recent audience of the Pope, mentioned his desire to erect a bronze statue of Pius IX. in the Piazza of the cathedral of Sinigaglia. The Pope at once replied that Pius IX. might one day be raised to the veneration of the altar, and in view of such a possibility he granted to Major Fedilla permission to erect the statue in the cathedral itself.

THE BOMBAY-SIND RAILWAY SCHEME.

The following petition has been sent to the Viceroy by the Cutchi residents of Bombay :—

Respectfully Sheweth.—That your Excellency's memorialist was the Chairman of the public meeting of the Cutchi Inhabitants of Bombay, convened on the 27th day of February, and as such took the liberty of submitting to you Excellency-in-Council a memorial, adopted thereat, on the subject of the proposed construction of the Bombay—Sindh connection Railway Scheme through the Province of Cutch.

That your Excellency's humble memorialist, by a resolution adopted at the said meeting, was duly authorized and requested to carry on correspondence, with regard to the said memorial and to submit if occasion arises, any fresh memorial or memorials to the Government of India or to the Secretary of State for India in Council, on the importance and necessity of sanctioning the construction of the proposed Bombay-Sind connection Railway Scheme, through Cutch.

Under the authority thus invested, your Excellency's humble servant, begs most respectfully to take the liberty of submitting, on behalf of the Cutch Public of Bombay the following humble representation and trusts most confidently that the same will receive due and careful consideration at your Excellency's hands.

Your Excellency's Memorialists are sorry to submit that the reply given by the Railway Board (Appendix B) to the Memorial submitted by your Excellency's memorialists is very vague and evasive. Inasmuch as the board simply a copy of the question asked by Sir John Leng the Member for Dundee, in the House of Commons and the reply given to it, by the Secretary of State for India, on the 21st February instead of replying to the various points raised therein.

In spite of the distinct and repeated assurances of the Secretary of State for India in Council, that the proposed Bombay-Sind connection Railway will be constructed through Cutch, your Excellency's memorialists, are at a loss to understand why high responsible officer like the Honourable Mr. Hewett, the Commercial Member of your Excellency's Council, in July last at Karachi, in reply to the address of the Chamber of Commerce, said that "certain difficulties have arisen as to the alignment of the line."

The importance and necessity of carrying out this construction through Cutch has been repeatedly recognized by the Government and the questions having been dealt with fully, in their former memorials, they do not deem it advisible to dwell upon the said question in this representation.

It has been notified, that the Railway Board under your Excellency's orders is to meet His Highness the Rao of Cutch on the 14th instant, to discuss and finally settle the question of alignment of the proposed Bombay-Sind connection Railway, through Cutch.

Your Excellency's memorialists have full faith and confidence in the pronouncement made by your Excellency, so enthusiastically and vigorously that "your Excellency shall certainly not be deterred by any of such economic heresies, from a steadfast policy of Railay construction and that your Excellency regard railways, as a blessing to the country as a whole and as the most unifying agency that exists in India" and trust most confidently that your Excellency will be pleased to finaally sanction the route of the line through Cutch, conferring thereby an everlasting boon on the Cutchi population of India in general and of Cutch in particular, and leave a name always to be remembered with reverence and enthusiasm by every Cutchi, besides settling definitely an important question hanging fire since the last 30 years."

This was signed by the Chairman of the public Meeting of the Cutchi inhabitants of Bombay held on the 20th day of February.

DEATH OF MOULAVI SYED SIRAJUDDIN.

The untimely death of Moulavi Syed Sirajuddin is a second blow to the Mohammedan community, the first being that of the late lamented Mr. Tharlani Professor of Persian, Elphinstone College, Bombay. The former began his education in Bombay at a time when his late lamented father Moulavi Abdul Fattah was a Professor in the Elphinstone College. Soon after the lamented Moulavi graduated, he was appointed Inspector of Urdu Schools in the Deccan. During his tenure of office he won the hearts of his superiors by discharging his duties to their satisfaction by using his energies and asking Government to open more Urdu schools in the Districts. He tried his best to make the Mohammedans understand education and derive benefit from attaining it. The increase in the education of the Mohammedan boys led him to think how they will be useful both to the community and Government. He devised means by which free scholarships were opened by Government to enable the Moslem youths to be teachers in Urdu schools after their finishing the course in the Poona Training College. This provided for the Mohammedans a long felt want, the insufficiency of Musslaman teachers in Urdu schools.

He took a leading part in the welfare of the Muslims to ameliorate their condition both educationally and socially and endeared himself to them in every way. He was the first to organise the Islam Library in Poona and to instil the idea of reading books and newspapers and thus to increse their knowledge. Whenever a question of importance to the Mohammedan community arose, he was consulted and his opinion on it has proved best as regards educational and religious matters. When he was appointed Lecturer in the Deccan College, his way of teaching and explaining won the hearts of his students and he was always prompt in safeguarding their interests. Besides his knowledge of Persian was extraordinary, so much so that he was considered an authority on the Persian language. During his leisure hour he devoted his time to the study and writing of books, some of which are the "Sirajul-Islam," the "Rising Sun", "English-Translation of the Part of The Shah Namah, "Translation of "Thrift; in Persian, and English Translation of Akhlaq-i- Nasiri. The last two of these are unpublished. He was also an Examiner of Persian and Urdu in the University of Bombay. His love for education made him to take a prominent part in the Bombay Presidency Mahomedan Educational Conference. His help to the General Secretary of the Conference Nawabzada Nasrullah Khan was very valuable and he was always ready and willing to assist the Committee and to give them the benefit of his ripe experience and profound kn

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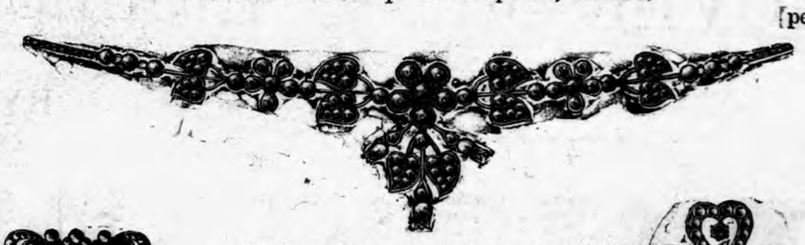

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Gold pendant set pearls, Rs. 38.

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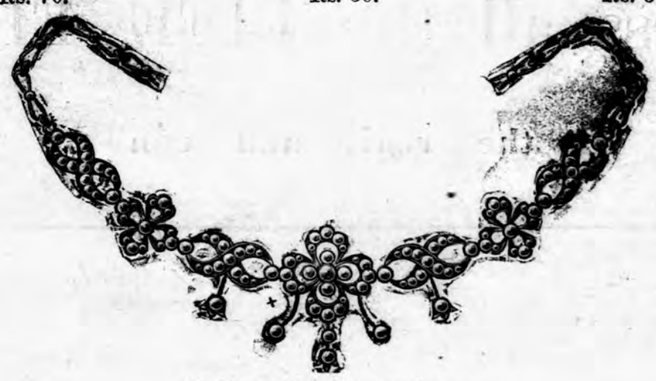

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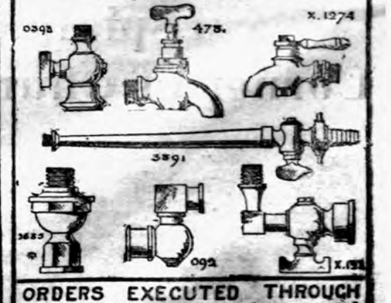

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